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# Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,126 號陸十式百壹千肆萬壹第 日拾初月伍閏年戌十二緒光 HONGKONG, SATURDAY, JULY 4TH. 1903 陸拜禮 號陸月七年叁零百九千壹萬壹港香 PRICE, \$3 PER MONTH

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2.00 p.m. to 2.30 p.m. Every 15 minutes.  
2.30 p.m. to 3.00 p.m. Every 10 minutes.  
3.00 p.m. to 3.30 p.m. Every 15 minutes.  
3.30 p.m. to 4.00 p.m. Every 10 minutes.  
4.00 p.m. to 4.30 p.m. Every 15 minutes.  
4.30 p.m. to 5.00 p.m. Every 10 minutes.  
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Distinguished by Four Stars on the label.

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INCREASING DEMAND, WE HAVE NOW, FOR THE CONVENIENCE OF OUR  
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THE ONLY MINERAL WATER BOTTLED WITH ITS OWN  
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A most pleasant retreat for those desirous of  
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Comfortable accommodation for travellers  
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Steamers of the Douglas and Osaka Shosen  
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the Island. Travellers to Japan will also find  
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Good Accommodation.  
Excellent Cuisine and Wines.  
A representative of the Hotel will meet all  
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Terms moderate.  
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Per Doz. \$26  
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WHAT DO YOU THINK OF LIFE  
ASSURANCE?  
YOU reply: "It is too costly for me."  
Surely you must be mistaken, for  
10 CENTS A DAY is sufficient to secure a  
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Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if  
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Special Rates for Tourists.  
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Picnic, Fishing or Shooting Parties specially  
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A Military Band plays in the Gardens, close  
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Sea Bathing.  
Steamers to and from Macao every morn-  
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WM. FARMER, E. G. JORDAN,  
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**HOTEL INTERNACIONAL.**

THE MOST COMFORTABLE HOTEL  
in Macao. Beautifully situated in Praya  
Grande next to Government House.  
Telegraphic Address: "Internacional."  
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**WATSON'S**  
**CELEBRATED**  
**BLEND**  
**VERY OLD LIQUEUR**  
**SCOTCH WHISKY**

A blend of the finest WHISKIES distilled in SCOTLAND, of great age, very fine and mellow.

Pronounced by Connoisseurs to be the BEST BLEND in the FAR EAST.  
Per Dozen ... \$16.50

The following are also recommended, and are unsurpassed in quality:—

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**A. S. WATSON & CO.**  
LIMITED.

THE HONGKONG DISPENSARY. [31]

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**The Daily Press.**

HONGKONG OFFICE: 14, DE WATSON ROAD, C.I.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 4th July, 1903.

The feebleness of the present Chinese Government and the want of capable or even strong men among the ruling class is undoubtedly a misfortune for the Empire as well as a serious impediment to its political and material development. Prince CHING, to whom has been entrusted the negotiations with M. LESSAR, the Russian Minister at Peking with regard to Manchuria, is displaying a weakness that is deplorable and a plasticity that is alarming. Not only is he proving to be a reed shaken by the wind, but one that is always inclining towards Russia, and it is now asserted that he has received substantial Muscovite favours and has thus greatly committed himself to the Bear. Under such circumstances the negotiations can have but one end. Probably they would—without a serious stiffening of China's back by the other Powers—conclude the same way in any case, but it is pitiable to see the manner in which Russia—the while protesting ceaselessly to the contrary—is gradually preparing to swallow Manchuria and digest it at her leisure. The Empress Dowager cures apparently for little beyond the gratification of her caprices, and instead of considering state policy, only plans her birthday celebration on a lavish scale. The Emperor KWANG HSU appears to have really become—that he has long been reputed to be—a negligible quantity in politics, and to have no power to make his ideas or wishes respected. CHANG CHIM-TUNG is not trusted by the party in power, who would gladly draw his teeth or relegate him to obscurity. YUAN SHI-KAI, the Viceroy of Chili, though holding a position

of importance, has little of the influence or prestige that attached to his great predecessor in that office, LI HUNG-CHANG, and can exercise no great weight in the councils of the Government. Prince TSAR CHEN alone seems to have any courage or administrative ability. He seems to be unlimited with a more patriotic and less selfish spirit than the mandarins generally, and if foreign affairs were confided to his hands instead of being left the somewhat senile care of Prince CHING there would, we think, be a little more hope for China's future.

As things are the prospect is dark indeed. Crushed down by the weight of indemnity—righteously demanded as punishment for the outrages and massacres of 1900—to the Treaty Powers and faced by a terrific fall in the value of silver, which practically augments the indemnity, as that has to be paid in gold, with bad trade, famines in two or three directions, and political embarrassments on several frontiers, the Chinese Government may well feel sorry for themselves. They do not rouse themselves to face the difficulty: they leave it, with true Oriental apathy, to adjust itself. They know, or suspect, that matters are converging to a crisis in some way, how or what they probably care little, but they will do nothing to avert catastrophe, believing that to be finally unavoidable. Meantime, however, they are tacitly preparing, in their own way, resistance to further pressure. Taught by the experiences of the campaign in 1900, when their arsenals and foundries fell an easy prey to the invaders, they have for some time been quietly transferring some of these establishments from positions where they are particularly open to attack, and have been shifting them to inland centres, where they will be more remote and less liable to easy capture. It will be remembered that the gun foundries and small arms factories at Tientsin and Heikou were taken possession of by the allies, who carried off all the machinery, as in the case of the Russians, who removed all the machinery from the large Eastern Arsenal at Port Arthur. The Chinese Government have accordingly erected a new arsenal and big gun and small arms factory in Tschou prefecture, Shantung province, on the southern bank of the Grand Canal, and a few miles north of the city of Tschou. The machinery of the works near Chefoo is also to be removed to Tschou. It is likewise stated in native official circles that the Kiangnan Arsenal, near Shanghai, is to be partially removed to some inland town, in view of the facility with which that establishment might be raided or captured by an invader. Beyond such more or less passive able, we believe, of any great effort to resist the pressure of Western Powers. They undoubtedly have the will, and they possess resources in men and material which in the hands of even an uncivilised but active and organising Power would prove very formidable indeed. But there is an utter absence of the military spirit in China which, joined to a most complete and general dishonesty in the administration, renders all attempts at resistance to invasion hopeless from the outset. The only possible hope for China, so far as we can see, is that the victors in the late campaign will quarrel over the spoils, and that a war between them will yet arise out of the difficulty of reconciling conflicting interests.

It is sad indeed to think that such a contingency is even possible. It would be a great moral descent for the great Powers of the West, who represent Christianity and modern civilisation, to let loose the dogs of war in this ancient Empire in order to satiate their unwholesome lust of territory or greed of gold. How much better might they be employed in seeking to find a means of assisting China to rise from the slough into which she has fallen, to help to maintain an unimpaired and undiminished the grand empire which has for so many centuries owned the same flag, possessed the same literature, customs, and manners, been peopled by one homogeneous race, and which is capable of such great development if preserved intact and governed liberally and well. It may be objected that China is practically derelict and will in any case drift rather to disintegration than make for consolidation, but we have no right to leap to such a conclusion, and should at any rate be ready to extend a helping hand rather than assist her to promote national destruction. The first step in the direction of upholding China would manifestly be to assist her to pay the indemnity, and the next to relieve the stagnation which has fallen on her trade by aiding her in the establishment of a national currency on a gold basis. It is positively inhuman to desire that this vast Empire, with its swarming but for the most part poor population, should be converted into a dumping-ground for the white metal discarded by the whole civilised world, with the one exception of Mexico. The currency used by the vast

majority of the Chinese people is copper cash; silver, whether in sycee or in dollars, only penetrates the more outer skin of this broad land, and the consumption is but moderate. A gold standard, with banknotes and silver token coins, could easily be established with the guarantee of some of the great Powers, and worked by a National Bank managed throughout by foreigners, on similar lines to the Imperial Maritime Customs service. This could be done, and why, instead of quarrelling over Manchuria, cannot the Powers agree to take up this great measure of financial salvation for China? They would soon have their reward in a largely augmented trade with China, and through the development of the whole of Eastern Asia that would ensue.

The North-China Daily News publishes the following telegram, which is dated Tokyo, 27th June:—"The excitement in Japan over the Manchurian problem is increasing. The nation is plainly resolved to support the Government in any measures which it considers essential to assert the country's rights and safeguard its interests. Marquis Iro and Marquis YAMAGATA, who have been hitherto supposed to advocate a waiting policy, are now, it is generally understood, advising resolute action. The leading journals speak in a tone of remarkable firmness. Japan is still endeavouring to stiffen China's backbone. The important point in the above telegram is the statement that Marquis Iro is now advocating resolute action. The Tokyo correspondent of our Shanghai contemporary we believe to be in position to gather with some degree of certainty Marquis Iro's views, and if that Japanese statesman has actually departed from his attitude of extreme caution, then we may look forward to a corresponding change in the policy of Japan, for there can be no doubt of the great influence of the man who has four times occupied the post of Premier of his country."

Only one case of plague was reported in the 24 hours ending at noon yesterday, the victim being a Chinese in First Street (dead).

The Hide Association competition to-day will be for short range cap and spoon, commencing at 3 p.m.; ranges, 200, 500 and 800 yards.

Part of the old German Club building in Wyndham Street has been turned into a private hotel, under the name of the "Hotel Americ."

The last date upon which tenders for the Hongkong Opium Farm will be received has been altered from 31st July to 31st August, next. A revised programme has been got up for the Volunteer promenade concert next Saturday evening. Among the artistes will be a lady violinist.

The China Navigation Co., Ltd. (Messrs. Butterfield & Swire, agents), advertise reduced sailboat fares between Hongkong and Manila—\$20 single journey and \$35 return.

By permission of Major Radcliff and officers, the band of the 33rd Burma Infantry will play at the Hongkong Hotel to-night from 8 to 9.30. The following is the programme:—  
March—"The Stars and Stripes for Ever," Sousa  
Overture—"Introduction 3rd Act," Wagner  
Selection—"The Belle of New York," Korker  
Song—"Eileen Aishann," Thomas  
Selection—"Handy Dan," Slaughter  
Waltz—"Blue Bells," Waldteufel  
Descriptive Piece—"Lez-lez," Thurban  
"God Save the King"

The Secretary of the Panjom Mining Company, Ltd., informs us that the result of the crushing for June, 1903, is as follows:—168 tons of Swah ore for a yield of 45 ounces of smelted gold, equivalent of 84wt. 8grs. per ton. 570 tons of Kalampong ore yielding 51 ounces of smelted gold, equivalent of 14wt. 4grs. per ton. 978 tons in all, for a yield of 96 ounces of smelted gold. Valued at \$4,000. A letter from the Manager received on the 23rd June, states:—"Had it not been for the heavy rains this month, we would have been able to get a larger crushing (from Swah) than last month."

In connection with the report in Thursday's issue of the dumping of a plague case in a lane off Queen's Road East, the Hon. Dr. J. M. Atkinson sends us the following:—"An European lady saw this child, as stated, lying near Blue Buildings. As a Chinese luhong was passing she asked him to report it; this he failed to do, and I understand he has been punished for gross neglect of duty. Mr. White, verger of St. John's Cathedral, shortly after this, passing by saw the child and remained there. After some time he saw an Indian constable on this beat and asked him to take action. This constable summoned a luhong and told him to report the matter at the nearest police station. This was done, and an ambulance was sent from No. 2 police station, by which the patient was conveyed to the hospital. No sanitary inspector saw the case at all." This is in the main exactly as we reported, the only error being in mistaking Mr. White for a sanitary inspector. As he was dressed in white with a peak cap on which was the badge denoting a Government servant, the error in locating the department was not a very serious one.

Sir Thomas Jackson, the well-known late Chief Manager of the Hongkong and Shanghai Banking Corporation, has joined the board of directors of the Imperial Bank of Persia.

Experts do not attach serious importance to the claim that the new French Congo rubber (the discovery of which was mentioned the other day) will revolutionise the industry.

A New York despatch from Washington announces that it has been decided to make Honolulu and its adjacent territory a great naval and military base, at a cost of twenty million dollars.

A correspondent writes to the Standard from Tunbridge Wells on the 3rd ult.:—"As showing the great difference of temperature the last few days, the following readings of the thermometer may be interesting:—Monday, about 5.0 o'clock p.m., 103 degrees; Tuesday, 7.30 p.m., 45 degrees."

Since the assassination of President McKinley the President of the United States has been much more carefully guarded than before. Anarchists and lunatics seem so far to have left Mr. Roosevelt alone. But a report from Bloomington (Illinois) is to the effect that a bag full of dynamite was discovered near the railway line at Lincoln (Illinois), a short distance from the point where Mr. Roosevelt was to leave the train last month.

Several hundred Koreans, according to a Seoul despatch, assembled at Nansan on the night of the 20th ult. and created a serious disturbance as a demonstration against the Japanese. The Korean policemen attempted to disperse them and a scuffle occurred. No arrests were made. Some Korean merchants held a mass meeting in the main street in Seoul and posted placards in several places threatening anyone receiving or using Japanese banknotes with murder. Placards of the same nature were to be distributed in the Korean provinces.

The entries of clubs affiliated to rowing unions and federations in France, Germany, Holland, and Belgium (recognised by the Amateur Rowing Association of Great Britain) for Henley Royal Regatta closed for this year at midnight on June 1. They are as follows:—Stewards' Challenge Cup—Victoria R.C. Berlin; Royal Netherlands R.C. Amsterdam. Silver Goblets (pairs)—L. Klaus and A. Ehrenberg, Victoria R.C. Berlin. Diamond Sculls—Carl Ernst, Berlin R.C., and Konrad Haffner, Berlin R.C. The return of the entry of Ferdinand Demorella, of the Gymnastic Club, New Orleans, Louisiana, U.S.A., was confirmed.

Dr. Morrison writes to the Times under date 3rd June:—"The Chinese Government, while professing gratitude at the action of the United States, are not ignorant that the indemnity of \$5,000,000 claimed by America exceeded her actual losses. The amount named was simply a round sum—a one-eighth share to each of the eight military Powers concerned of a total of 40,000,000. China should be asked to pay. Even if she accepts payment in silver in consideration of these facts America is still left with a wide margin in her favour, though not so large, it must be admitted, as in the case of some of the Continental Powers."

A Globe correspondent writes from St. Petersburg on the 27th May:—"Preparations are now being made in the Baltic Ship-building Yard for the launching of the new second-class cruiser Albatross next Tuesday. The new warship is to be set apart exclusively for the use of Adjutant-General Alexeeff, the Commander-in-Chief of Russia's naval strength in the Far East. The fitting out and arming of the new cruiser will be hurried forward with all speed so that she can be taken down to Cronstadt to undergo her trials in the latter part of the summer, and then in the autumn she will be sent out on her duties with the Pacific Squadron." The Russian Admiralty have, we see, decided to place no further orders with foreign shipbuilders.

Messrs. W. H. Everett and Son, Salisbury Square, Fleet Street, write to us that they have received a letter from the General Post Office granting them permission to stamp their stamps on the back and thus prevent their being stolen. "For 15 years past," they write, "we have been trying to obtain this and have at length succeeded. The passage in the letter from the General Post Office giving the necessary permission runs as follows:—"If you still consider it necessary, in order to prevent pilfering, to adopt the practice of printing your initials on the back of your postage stamps, the Postmaster-General will not withhold his assent to your taking this course; and in the event of your doing so instruction shall be given to the effect that stamps printed on the back are not to be repurchased at post offices."

The London General Post Office has issued the following notice:—"A small committee has been appointed to consider the best means of providing for the conveyance of the mails to and from the East and Australasia on the expiration of the existing contracts with the Peninsular and Oriental and Orient Steam Navigation companies. It is constituted as follows:—Mr. Evelyn Cecil, M.P., Chairman; Mr. H. Burton Forman, C.B., Assistant Secretary, Post Office; Sir John Anderson, K.C.M.G., Principal Clerk, Colonial Office; Mr. F. C. Holiday, Auditor of Home Accounts, India Office; Mr. S. J. Graft C.B., Civil Assistant to the Director of Transports, Admiralty; Mr. W. E. Smith, Superintendent of Construction Accounts, Admiralty; Sir T. W. P. Blomfield, Assistant Secretary for the Finance Department, Board of Trade; with Mr. A. G. Fernald, of the Secretary's Office, Post Office, as Secretary."

H.M. battleship *Goliath* will sail for home early to-morrow morning.

General Kurapatkin, Russian Minister of War, was to leave Japan on the 27th ult.

Singapore was threatened last week with an Anglo-Scottish correspondence in the Straits Times.

The U.S. flagship *Rainbow* arrived at Manila on Monday last, with Rear-Admiral Yates Stirling's flag flying.

The Admiralty has directed that the time interval between guns firing salutes is to be reduced from ten to five seconds.

The Mainichi says that the Russo-Chinese Bank has been authorised to establish branches at San Francisco, Hongkong, and Calcutta.

The Governor of the Igorrote province of Benguet, P.I., in his report to the Bureau of Insular Affairs of the U.S. War Department for the year 1902, says his administration has been marked by manifest contentment on the part of the people and the hearty co-operation of the officials. Notwithstanding the cholera and smallpox, the Governor says, in travelling about the province he finds new houses, new rice-fields, new coffee plantations, gardens and clean yards, and other evidences of thrift and industry.

The firm of Harmsworth has closed a deal under which they obtain control of 1,000,000 acres of timber lands in Newfoundland. It is their intention to erect pulp and paper-mills on a large scale. The property they have secured is the larger portion of areas recently acquired by H. M. Whitney of Boston and others under the name of the Newfoundland Timber Estates Company. An agent of the Harmsworths visited Russia, Finland, Norway, and New Brunswick seeking lands that suited their purpose. It is said they propose to spend \$10,000,000 in the development of the property and building mills.

Though a comparatively young man, M. Lessar, the Russian Minister at Peking, has always suffered from ill-health, says a home contemporary, and his stay in Peking has developed this into what he himself fears to be an incurable malady. It is stated he has gone back to Peking, fully realising that he may be taxed to the breaking point, in order that he may personally supervise Russian policy in the Far East. He has had a rich and varied experience and is familiar with Asiatics; while his philosophy, somewhat pessimistic, nature makes him well fitted to meet in diplomatic struggle the Chinese statesmen. With a firm grasp of fundamental principles he combines a marvellous mastery of minute details. M. Lessar is no advocate of what Lord Salisbury described as the missionary gunboat policy. In his opinion "missionary in China should have no content but Jesus Christ, no nationality but the Christianising mission."

The Bangkok Times of the 2nd June says:—"A telegram from Bangkok to Paris about the settlement in Kelantan has caused the usual potter. A Singapore paper makes the ingenious suggestion that it was sent by an ill-informed correspondent with French political objects to serve, who has been made the instrument of Siamese diplomacy. We like that immensely; the outside world has a high appreciation of the possibilities of intrigue here. Perhaps, however, it is really of more importance to note that the Duff Jining Company is going energetically to work in Kelantan, and that its prospects of success continue to be excellent. Mr. H. W. Duff, who is just out from home, left Singapore for Kelantan last week and from an article in the Singapore Free Press we gather that he is very well satisfied with the present position of affairs. In three or four weeks there will be about thirty Europeans in the employment of the company; the dredger is producing results much beyond expectations; and a start has been made at mining, three reefs having been discovered, two gold-bearing and one of galena. Siamese experience in gold-mining ventures has been so unfortunate that it will be a satisfaction to find the Kelantan enterprise prove a success."

A London evening contemporary having stated in a leading article that "it is well known that had we gone to war with Russia in 1878 the first blow would have been struck against the coast towns of Australia by the fleet starting from Vladivostok," Captain R.N. points out that this statement is curiously inaccurate. "The issue of the purely local East Siberian gunboat squadron, which for practical purposes may be ignored, and whose headquarters were at Vladivostok, the so-called Pacific Squadron consisted at that time of three somewhat ancient corvettes. They were under command of a rear-admiral, who generally made Shanghai or Yokohama his headquarters. During the war scare in question, these ships were lying at Yokohama and Nagasaki, where they were kept under close observation by our fleet, and had war broken out, they would almost certainly have never ventured to leave the safe shelter of the neutral Japanese ports. In any circumstances, it would have taken this formidable fleet weeks to have reached Australian waters, and then probably the ships would have been out of coal, with no possibility of refilling their bunkers. As it was, they were reduced to use Japanese coal, every pound of Welsh coal on the station having been bought up by orders from home. During the war scare in 1885, again over the Fenjeh business, so closely were all the Russian ships abroad shadowed by ours, that the Russian Government remonstrated with ours about it."

## TELEGRAMS.

## REUTER'S SERVICE.

## SOMALILAND.

LONDON, 1st July.

Mail advices from Aden refer to a possible interval of four months before active operations in Somaliland are resumed. In the meanwhile future plans will be determined upon by experienced persons, who consider that the unrest will not cease while arms are being imported through Italian territory. The plans for the future will possibly partake more of a political than a military character.

## TURKEY AND BULGARIA.

LONDON, 1st July.

The relations between Turkey and Bulgaria are again causing a certain anxiety. Extreme resentment is excited in Bulgaria by the incessant persecution of Bulgarians in Turkey on the pretext of searching for arms and explosives, and by the concentration of a large force on the frontier. Bulgaria has now sent 3,000 troops to the frontier.

## FOUND DYING.

On Thursday forenoon an European was found lying in an unconscious state in Wing Lok Street, near the Harbour Office, by an Indian constable, who summoned an ambulance and had him removed to the Central Police Station and thence to the Government Civil Hospital. Soon after being admitted he died. From papers found on the person of the deceased it has been ascertained that his name was J. R. Kidd, and that he was a ship's second mate out of employment.

## THE RESERVOIRS.

On making enquiries at the Public Works Department yesterday a representative of the Daily Press was informed by Mr. A. H. Hollingsworth, executive engineer, that the Colony's reservoirs—Tyam, Pokfulam and Weischoeng—are all full to overflowing. At this time last year the amount of water in store was just about equal to the quantity now in the reservoirs. The present depletion cannot however be counted upon as a condition to ensure a plentiful supply until the next rainy season for unless we have a fair average rainfall during the intervening months there will be at the end of the dry season little left of the superabundance of to-day.

## THE OSAKA SHOSEN KAISHA.

We have received from the Osaka Shosen Kaisha an attractive guide to this well-known steamship line, including the principal railway and steamship lines in Japan. It is a nicely printed, profusely illustrated and provided with maps, and the reading matter is well worth perusal. Although the Osaka Company has only been in existence since 1884 it possesses a fleet of 84 steamers and 21 launches with a tonnage of 70,000 tons, has 28 branches and 174 agencies and a capital of 54 million yen. The Company is undertaking to furnish excursion boats to go through the Inland Sea of Japan during the term of the Fifth National Exhibition. For this purpose three sister ships have already been built and two others are under construction. This guide issued by the Osaka Company will be found valuable by visitors to Japan.

## COLONIAL CHURCH COUNCIL.

The following is from the July issue of S. John's Cathedral Church Notes:—"The Colonial Church Council held its first session in St. Paul's College on Monday, 22nd June, when twenty-two members were present under the presidency of the Bishop of Victoria. The greater part of the session was taken up with the framing of a constitution, and finally the regulations, which had been previously circulated amongst the members of the Council, were approved of after they had been considerably amended and added to. The Council afterwards listened with interest to a brief description given by the Rev. W. J. Southern of the proposal to establish an European Young Men's Christian Association in the Colony and a vote of sympathy with the proposal was passed unanimously. It has been decided that the Council shall be elected for a period of two years and meetings of the Council shall be held at least twice a year, once in the week preceding Holy Week, and once in September of each year."

## LATEST STEAMER MOVEMENTS.

The silk ex C.P.I. steamer *Empress* of China, from Hongkong, on the 3rd ult., arrived at New York on the 1st inst.  
The "Glen" Line steamer *Glenyle* left Singapore yesterday morning, and is due here on the 8th inst.  
The P. & A. steamer *Indrapura* arrived at Portland (Or.) on the 27th ult.  
The P. & O. steamer *Paltan* left Singapore for this port on the 2nd inst., at 1 p.m.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—"The barometer has risen quickly over Japan, except in the NE.; fallen slightly on the E. coast of China.  
The depression has moved into the Pacific to the NE. of Japan.  
Pressure is relatively high over W. Japan and the S. part of the China Sea.  
Light to moderate SE. winds in the Formosa Channel, and moderate SW. monsoon over the N. part of the China Sea.  
Forecast:—S. winds, light or moderate; showers."



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

## OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th July.
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.
GLASGOW and LIVERPOOL	"DIOMED"	On 16th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"ALCINOUS"	On 7th July.
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 18th August.
MARSEILLES, LONDON and ANTWERP	"DIOMED"	On 20th August.
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"MOYUNE"	On 15th September.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"MACHAON"	On 14th July.
	"NINGCHOW"	On 10th August.

The s.s. "DARDANUS" left Singapore on the 1st inst. and is due here on the 5th inst. p.m.  
The s.s. "ALCINOUS" left Shanghai on the 2nd inst. a.m. for Ebochow and this port.  
The s.s. "KEEMUN" left Victoria (B.C.) on the 25th ult. for Kobe and Hongkong.

For Freight, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 3rd July, 1903.

[10-12]

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, PORT DARWIN, THURSDAY, ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	On 4th July.
SWATOW, CHEFOO, NEWCHANG, and TIENTSIN	"NANCHANG"	On 6th July.
SHANGHAI and CHINKIANG	"SHAN-1"	On 6th July.
KOBE	"TAIYUAN"	On 7th July.
SAMARANG and SOERABAYA	"SHANTUNG"	On 15th July.
MANILA	"SUNGKIANG"	On 15th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table, A daily qualified Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 3rd July, 1903.

[11]

# PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA TO PORTLAND, OREGON  
OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR  
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
INDRAVALLI	4,890	R. P. Craven	July 14, 1903
INDRAPURA	4,890	A. E. Hollingsworth	August 14, 1903
INDRASAMBA	5,197	W. E. Craven	September 13, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 16th June, 1903.

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# CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY.	SPEED.	PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.		

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

1903		
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 15th July.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 22nd July.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 5th Aug.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 12th Aug.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 26th Aug.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 23rd Sept.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 7th Oct.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 21st Oct.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 4th Nov.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 18th Nov.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 16th Dec.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 30th Dec.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder Street.

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## FOR ODESSA.

### THE Russian Steamer

"HERMANN LERCHER,"  
1,378 tons, will be despatched for the above port on or about 10th July.  
For Freight, apply to  
BRADLEY & CO.,  
Agents.  
[1902]

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS—POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, BOMBAY, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS.  
LONDON, HAVRE, BORDEAUX,  
also

PORTS OF BRAZIL AND RIVER PLATE.  
ON TUESDAY, the 14th July, 1903, at 8 A.M., the Company's Steamship "ERNEST SIMONS," Captain Dupuy Fromy, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. "Nora," which vessel takes on her Passengers and Mails, leaving that port on the 25th July, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 13th July. Specie and Parcels received until 4 p.m. on the same day. No cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 1st July, 1903.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
FUME AND TRIESTE (DIRECT),  
CALLING AT SINGAPORE, PENANG,  
COLOMBO, BOMBAY, KARACHI,  
ADEN, SUEZ, AND PORT SAID.  
(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE,"  
Captain Meozzi, will be despatched as above on TUESDAY, the 21st inst., P.M.  
For information as to Passage and Freight, apply to  
SANDER, WIELER & CO.,  
Agents.

Hongkong, 1st July 1903.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"VERONA,"  
Captain H. N. Spiesen, will be despatched on or about SATURDAY, the 25th JULY.

For Freight, a.c., apply to  
SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 1st July, 1903.

HONGKONG AND MACAO LINE.

THE Steamship

"PAK KONG,"  
Captain W. Moore Mason, leaves Hongkong daily at 7 a.m., and leaves Macao daily about 2 p.m.

1st Class fare \$1.00 single  
2nd Class fare 50 cents  
3rd Class fare 20 cents  
Meals on board \$1.00.

Special trip every Sunday, leaving Hongkong at 8 a.m., Macao 5.30 p.m.

KYONG WAN STEAMBOAT CO.  
Hongkong, 3rd July, 1903.

Hongkong, 3rd July, 1903.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"  
951 Tons, Captain A. Murphy, will leave for Canton at 8 p.m. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 p.m. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbor Office.

First-class Fare, \$3 each way. Meals, \$1 each.

Cargo Freight very moderate.

J. TREVOUX & CO.,  
No. 128, Connaught Road Central.  
Hongkong, 30th June, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain Samuel Bell Smith.

DAILY Departure from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 2 p.m., Sunday included.

1st Class fare (including cabin and servant), 33; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Steering, \$4.50.

Superior cabin accommodation.

Wharf at Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, a.c., apply to—  
SAM WANG & CO. LD.,  
81, Queen's Road Central.

Hongkong, 29th April, 1903.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—  
ACADES, British ship, Dart.—Standard Oil Co.  
DHANWAR, Swedish barge, A. P. Larsson.—Jensens, Matheson & Co.  
KENTMERE, British 4-m. barge, T. E. Birch.—Standard Oil Co.

## "BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.  
THE Steamship

"BENLOMOND,"  
Captain Mutton, will be despatched as above on or about the 2nd July.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 11th June, 1903.

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, COPENHAGEN AND BALTIC PORTS.

THE Danish Steamer

"PRINS VALDEMAR,"  
Captain Kock, will be ready to load for the above ports on or about WEDNESDAY, the 15th instant.

For Freight or Passage, apply to  
MELCHERS & CO.,  
Agents.

Hongkong, 2nd July, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"KENNEBEC,"  
will be despatched as above on or about the 25th instant.

For Freight and further information, apply to  
STANDARD OIL COMPANY OF NEW YORK,  
Oriental Freight Department,  
Agents.

Hongkong, 3rd July, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRIAN,"  
Captain W. G. Macarthur, will be despatched as above on WEDNESDAY, the 25th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

A Stowage and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 3rd July 1903.

[1912]

MARTIN'S  
APOLLO STEEL  
PILLS

A French Remedy for all Irritations. Thousands of Ladies keep a box of Martin's Pills in the house, as they are the best of any for the treatment of all the ailments of the female system. These pills are recommended by the most celebrated medical authorities, and are sold in all the principal cities of the world.

MARTIN, CHAMBERLAIN, SOUTHAMPTON, ENGLAND.

BUDWEISER  
BEER

EXTRA PALE LAGER IN CLEAR BOTTLES,  
OF UNIVERSAL POPULARITY.  
ANHEUSER BUCHS BREWING  
ASSOCIATION, ST. LOUIS.

LEADS IN OUTPUT AND  
QUALITY

THE BREWERY LARGEST  
IN THE WORLD.

This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO.,  
Sole Agents.

Hongkong, 25th July, 1902.

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SANITAS

FLUID  
OIL  
CRUDE FLUID  
POWDER  
EMBOCATION  
SOAPS  
DISINFECTORS  
INHALERS  
FUMIGATORS

COLORLESS  
FRAGRANT  
NON-  
POISONOUS  
DOES NOT  
STAIN.  
KILLS ALL  
DISEASE  
GERMS.  
OXYGENATES  
THE AIR.

Sulphur Candles - KINGZETT'S  
Formic Fumigators

"HOW TO DISINFECT" Book Free.

THE "SANITAS" CO., Ltd.,  
Bethnal Green, LONDON, E.

DISINFECTANTS

ON SALE.

BOUND VOLUMES of the HONGKONG  
WEEKLY PRESS, JULY to DECEMBER,  
1902, With Index. Price \$7.50.

On sale at the Hongkong Daily Press Office,  
Hongkong, 25th January, 1903.

## BEKANNTMACHUNG.

DIE BEKANNTMACHUNGEN aus dem diesseitigen Handelsregister, sowie andere gesetzlich vorgeschriebene Veröffentlichungen werden im Jahre 1903 durch den "OSBARTISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.  
Sonder, den 19. December 1902.  
Der Kaiserliche District-Konsul, v. I. KRAUSE.

## THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Kottan, Jobert, Volpau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably short, often a few days only, removal of discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found an absolutely efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 is for the blood, scurvy, pimples, spots, blotches, palmar and sweating of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of sufficient teeth and ruin of health. This preparation purifies the whole system through the blood, and thus eliminates every poisonous matter from the body.

THERAPION No. 3 is for the nervous system, exhaustion, impaired vitality, sleeplessness, and all the distressing symptoms of nervous debility, such as hot, unhealthy climates, etc. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION is sold by the principal Chemists and Mercantile throughout the world. Price in England 2/6 and 4/6. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a facsimile of the word "Therapion" as it appears on the official Government Stamp in white letters on a red ground, affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & CO., LIMITED  
Hongkong, China, and Manila.

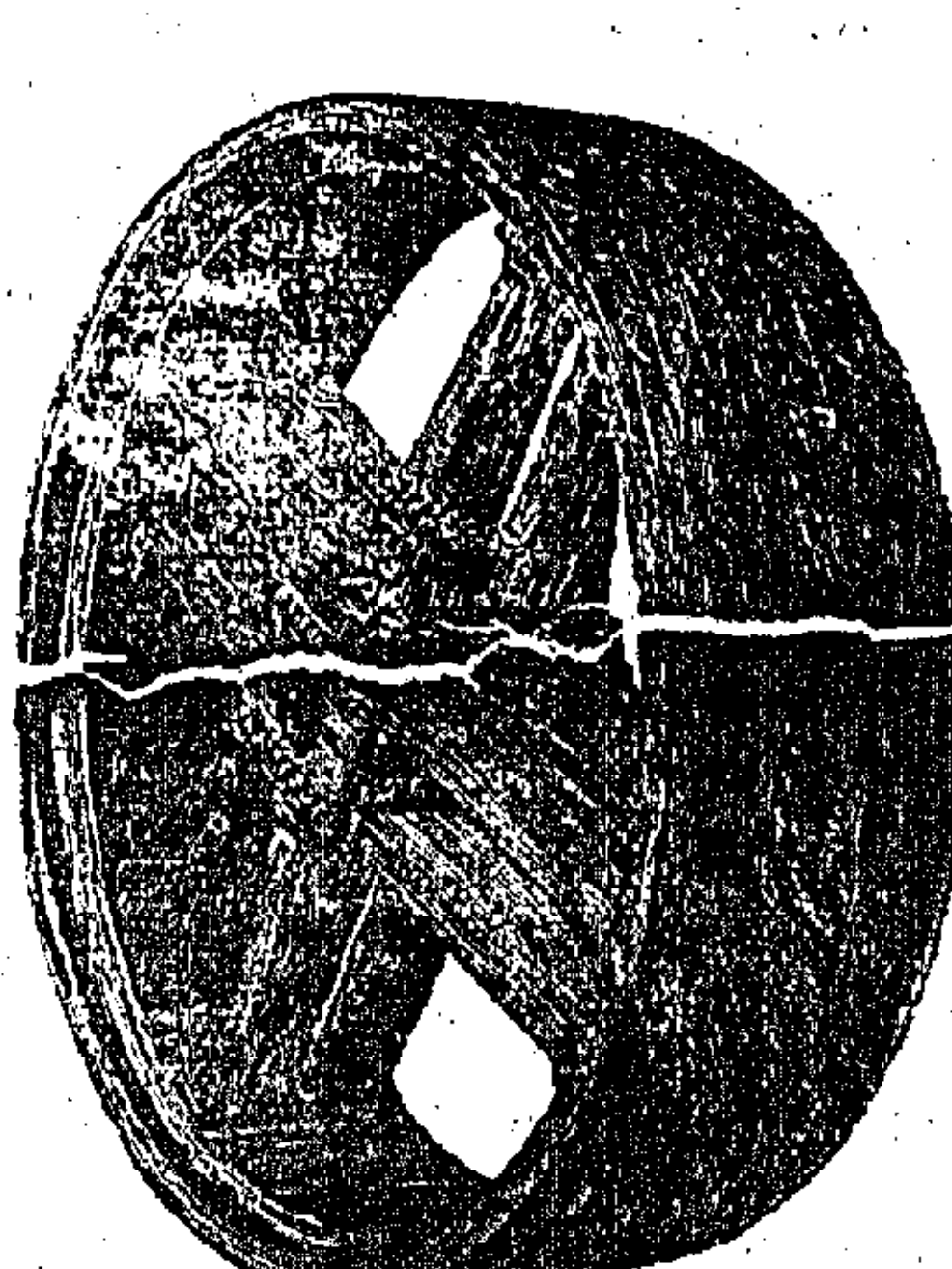
[118]

## KOWLOON EXTENSION.

A NEW MAP of HONGKONG, KOWLOON and ADJACENT TERRITORIES showing the Boundary under the New Convention, with the Towns, Villages, &c. Prepared from Authoritative Sources and Printed in Colours. Price \$1.  
To be had at Messrs. KELLY & WAUGH, LD.,  
W. BREWER & CO. or Daily Press Office,  
Hongkong, 28th October, 1899.

## DODGE WOOD SPLIT PULLEYS.

ALL SIZES TO FIT ALL SIZED SHAFTS IN STOCK.



Also large Stocks of

GANDY COTTON BELTING.

SOLE AGENTS,  
LUTGENS, EINSTAMANN & CO.  
HONGKONG

[2-114]

## KEATING'S POWDER

IS HARMLESS TO ANIMAL LIFE.

KILLS  
BUGS,  
FLEAS,  
MOTHS,  
BEDBUGS,  
MOSQUITOES,  
BUGS,  
FLEAS,  
MOTHS,  
BEETLES,  
MOSQUITOES.







## VIEWS OF HONGKONG

**ILLUSTRATED POST CARDS**  
Coloured, Write-Away Cards, &c.  
For Sale at GRACA & CO.'s Stall at  
HONGKONG HOTEL CORRIDOR.

Also  
Used and Unused Foreign and Colonial  
POSTAGE STAMPS  
in Sets, Packets or Single. King Edward VII  
Albums. Catalogues, Hinges, &c., &c.  
Inspection invited.  
Hongkong, 14th June, 1903. [1113]

## PURE FRESH WATER

**THE HONGKONG STEAM WATER**  
BOAT CO., LD., is prepared to supply  
ANY QUANTITY OF PURE FRESH  
WATER to the Shipping, both for Deck and  
Bollers.  
Call Flag W.

J. W. KEW,

Manager,

1st Floor, 37, Canaught Road.

Hongkong, 18th June, 1903. [1703]

## WINCHESTER CARABINES

12 SHOT REPEATING. CALIBRE 44.

Excellent arm for Travellers in the interior

of China as well as Officers of Coast Steamers

ALSO CARTRIDGES IN STOCK.

## LUTGENS, EINSTMANN &amp; CO.,

14, Des Vieux Road. [2742]

## R. J. REMEDIOS,

FOREIGN AND COLONIAL STAMP

DEALER.

No. 39, WINDHAM STREET, HONGKONG.

Will be glad to send STAMPS on approval

to any address on receipt of satisfactory refer-

ence.

Is also prepared to purchase used POSTAGE

STAMPS in Large or Small Quantities for Cash

AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [1586]

## HIGH-CLASS CHRISTMAS

CAKES, decorated, from \$1.00

Plain Christmas Cakes, from 0.50

Gourmet Sand Cakes, from \$1 to \$5.00

Assorted Pastry Cakes, per dozen 0.50

Scotch Buns, from 1.50

Frieden Stollen, from 2.00

Mince Pies, per dozen 2.40

Chicken and Ham Pies, from 3.00

Chicken and Ham Patties, from 2.40

Game Pies, from 5.00

Chris man Puddings, &amp;c., to Order.

Please apply to WESSMAN &amp; CO., 142

Praya East; or Anglo-American Stores,

64, Elgin Road, or ROYAL ERATED

WATER DEPOT, 10a House Street.

Hongkong, 18th December, 1902. [117-1]

## FOR SALE.

THE Composite Steam Launch "LILY,"

property of the P. &amp; O. S. N. Co. Built

by the Hongkong and Whampoa Dock Co., Ltd.

For Particulars, apply to D. MACDONALD,

13, Beesfield Arcade.

E. A. HEWITT,

Supt., P. &amp; O. S. N. Co.

Hongkong, 1st July, 1903. [1896]

## DAVID CORSAE &amp; SON

MERCHANT NAVY

NAVY BOLLED

LONG FLAT

RELIANT, BROWN

TARPAULIN

ARNHOLD, KARBURG &amp; CO.

Sole Agents.

## QUAN WAH &amp; CO.,

GRANITE MERCHANT CONTRACTORS.

Dealers in

MABLE and GRANITE

MONUMENTS.

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs &amp; Prices on Application

All descriptions of Granite for Exportation

Hongkong, 17th October, 1902. [1186]

## ROYAL ERATED WATERS

MANUFACTORY.

If you want a drink of health,

If you want a drink of health,

If you'd take your proper place,

If for health you'd join the race,

Always with a smiling face.

Where you can get good drink I guess,

Pure water we always use.

Essences many from which to choose,

Our list of drinks will you amuse.

Apply to

F. P. DANENBERG, Manager.

Factory &amp; Office—West Point; Telephone 367;

Depot—Ice House Street; Telephone 374.

Novel Specialties. Best in the Far East

Refreshing and invigorating drinks of the

season. Just Produced, Long-Life, Non-Intoxi-

cating and Excellent Beverages.

Hir-Ose, Winter Stout, Strawberryade,

Jubilee-Champagne, Orange Champagne, Hop

Ale. [11-2]

## CHEONG SHING.

GENERAL EXPORTERS.

DEALERS IN

JEWELLERY, DIAMONDS, PEARLS,

PRECIOUS STONES, SILKS, IVORY

WARES, EMBROIDERIES AND

CHINESE CURIOS.

Wholesale and Retail. Prices very moderate.

No. 30, QUEEN'S ROAD CENTRAL

(Opposite Messrs. G. J. GAUPP &amp; Co.).

Hongkong, 16th May, 1903. [14]

## NOW ON SALE.

## DIRECTORY OF

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## CHINA, JAPAN AND COREA

## FOR 1903.

## WITH ALPHABETICAL LIST.

88 PAGES. BOUND IN CLOTH AND

LETTERED, \$1.

PAPER COVER, 50 Cents.

On Sale at

AMERICAN PRESBYTERIAN MISSION PRESS,

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Mr. EDWARD EVANS, Missionary Home,

Shanghai.

Messrs. KELLY &amp; WALSH, LD., Hongkong.

Shanghai and Yokohama.

Messrs. W. BREWER &amp; Co., Hongkong and

Shanghai.

YUEN CHONG BOOK STORE, Swatow.

Messrs. A. S. WATSON &amp; Co., Amoy.

Messrs. A. S. WATSON &amp; Co., Foochow.

Messrs. H. BLOW &amp; Co., Tientsin.

Messrs. HODGE &amp; Co., Seoul Press, Seoul.

"NAGASAKI PRESS" OFFICE, Nagasaki.

"KORE CHRONICLE" OFFICE, Kobe.

The "DAILY PRESS" OFFICE, Hongkong; and

at the London Office, 131, Fleet Street.

Hongkong, 1st January, 1903.

## THE TRANS-SIBERIAN

## RAILWAY.

## HONGKONG RESIDENT'S

## EXPERIENCE.

We have received a copy of a little pamphlet dated London, 11th May, and written by Mr. E. R. Bellies of Hongkong. It is entitled *Experiences on Trans-Siberian Railway* and runs to 16 pages in length. We give below the principal part, omitting some of the introduction, which deals with a journey from London to Hongkong by the Suez Canal.

Having some business to transact in Hongkong, Mr. Bellies says, I made up my mind when returning to take the Trans-Siberian Railway route from China. When I expressed my intention of doing this, I was discouraged by my friends in England, India, Burma, the Straits, and China. I was the first permanent resident of Hongkong to make the journey. Several years ago much younger men than myself roughed it between Vladivostok and Irkutsk, doing the journey overland, camping, riding, etc. I was told the effort would break down my health. My experience has been the contrary. This route is bound to be the route of the future between Europe on the one side, and China and Japan on the other. The railway journey is expected to be reduced to one of ten days between Dalny and Moscow. In the first instance, the recommendations in favour of the route are: the short time necessary to do it, amounting to 25 to 35 days required by the sea; the cold climate, against the hot climate; no necessity of the constant change of linen; no necessity of carrying two sets of baggage—one for summer and the other for winter; no apprehension of meeting bad weather, which is inevitable in a long voyage, even in the best season of the year.

On Good Friday, the 10th April, at 11.30 a.m., I left Hongkong for the Kowloon Wharf. Company's pier by the P. and O. Company's steamer the *Coromandel* for Shanghai. Tuesday, the 14th April, at 7 a.m., we anchored near Woosung. At 9.30 a.m., we left the side of the *Coromandel* and started for the city. At 11 a.m. we arrived at the wharf of Public Gardens. We stayed at the Central Hotel. Board and lodging only \$7 per day. Called at the office of the Russo-Chinese Railway Company. Was told that the steamer *Mongolia* would leave Woosung at daylight on Thursday, the 16th April; and that I should take the steam launch at the Foochow Road Wharf at 5.30 p.m. the next day (15th). The man in the office could not book me for London. He could only give me a berth by the *Mongolia* for Dalny. There all arrangements should be made for the railway journey. Engaged my passage for a cabin *de luxe*. The passage money being 52 roubles, equal \$66.65. Left the Foochow Road Pier by launch of the Chinese Eastern Railway Company at 5.30 p.m. on Wednesday, the 15th April.

The Agent of the Company accompanied me, and we boarded the *Mongolia* at 6.30 p.m. He kindly introduced me to the captain, who showed me my cabin. Thursday, 16th April, at 5.30 a.m., the *Mongolia* left her moorings. Morning coffee is not served in the cabins. One must go dressed into the saloon to take his coffee—very inconvenient before a bath. I had therefore to go to my bath, dress, then sit for my small breakfast, consisting of three half-boiled eggs, bread, butter, and cheese. These were all on the table with tea or coffee. The meal hours are: 7.30, *chota lavre* (Indian for small breakfast); 11 a.m., breakfast, a frugal meal consisting of three courses and fruit (bananas); dinner is served at 5.30, and tea at 8 o'clock. The crew are made up of Russians and Chinese—officers are Russians. The captain told me that he could speak a little English, but he never spoke to me. When I boarded I saw his wife seated with him at table, but the agent told me she lived on shore. There are two Chinese boys in the saloon, one of them tries to speak French and English. None of the officers speak anything but Russian. They are all very civil. The head steward tried to speak to me in English. He spoke a very few words, then he brought his vocabulary to make me convey to him anything I wanted. There was very little water in the wash-hand stand in the cabin, but I could not make him understand. The *Mongolia* is a very good ship, and has 25 saloon and three deck cabins, all well appointed and comfortable. We have 11 passengers—three ladies, one child, and seven gentlemen. One lady is English, two gentlemen are American. Two of the other passengers (French and German) could speak a little English, but never attempted to branch a conversation. The three deck cabins are called *cabins de luxe*. The sea is calm, but the steamer at times is prone to be lively, probably because she goes fast and is somewhat narrow. We had "fiddles" at table to-day at luncheon. The trip must prove irksome when nobody on board can speak English. There is an intermediary meal at 1.30 p.m., consisting of biscuits and tea poured out in glasses with sliced lemon and sugar. The meals are prepared and served out *à la russe*. Ordinary cabin costs only 40 roubles. I took cabin *de luxe* because the port-hole can be opened during all states of the weather. The menu, which is placed on the table, is written out in Russian, and is decorated with the Chinese and the Russian emblems intertwined. 17th April, at 3 p.m., the coast near Dalny became visible, and at 3.30 we entered the approach to the harbour. Hills on both sides, something similar to the approach of the Canton River, but wider. Entered the breakwater (which is not finished), and within a quarter of an hour, at 4 p.m., we were alongside the pier, built of stone, brick and mortar. The agent of the steamer, Mr. W. Gruenberg, came on board and reported that all the hotels were full, and that it will be advisable to

stay on board till to-morrow at 9 a.m., when I may land and go direct to the railway station and berth myself on board the *wagon de lit*.

There were several carriages (*letouchchichiks*) waiting at the landing, and about a dozen rikshas. These were all engaged. I therefore had to wait until some of them returned. Having letters for Messrs. Künet and Albert, I elected to call on them and to ask for their advice. Their office is in the city, which is a mile and a half from the pier. I engaged a riksha with two Chinese handling it. It took me half-an-hour to get there. The manager could speak English, and very kindly telephoned and engaged a room for me in the Dalny Hotel. This room was for four roubles, whereas other smaller rooms were for 2 to 2.50 roubles a day for lodging only. Nothing but Russian is spoken in the hotel. Found here a German lodger who could speak English. He kindly got the man in the lobby to send for my baggage from the *Mongolia*. This hotel is well appointed, but not large. There are only 18 bedrooms. The dining saloon is 30 by 20 feet. The rooms have oilcloth on the floor, with wood simply constructed furniture, not upholstered. They remind one of the Bombay hotels, but somewhat of an improved pattern. Supper (our dinner) is served after 7 p.m., consisting of three courses, for which one rouble is charged. Asked the *gargon* to get bath ready for me at 8 a.m. to-morrow. Was told that if water comes through the pipes I may have a bath; otherwise I must go without one. Tea and coffee are served here in tumblers. Friday, 18th April, no water available, therefore no bath. There is a bath here in a small room with a boiler fixed in a corner of the room. Water from the mains passes through this boiler, filling the bath. No water from the main pipe, consequently no bath. Thermometer in my bedroom, which is on the ground floor, at 10 a.m. stood at 64°. Exchange on London, £100=934 roubles; exchange on Shanghai, \$100=125 roubles. Mr. W. Gruenberg advises me to go and occupy my berth on the sleeping-car long before the departure of train. Here, and in all Russia, foreigners in dining a document give both the Russian and English dates. To-day therefore the dates should be 5/18 April, the English date being 13 days ahead. Sunday, 19th April, at 10 a.m., Mr. Gruenberg sent his Chinese boy to help me and my baggage to the station. Arrived at the station, which is close by the hotel, waited for the conductor, and occupied a compartment at 11 a.m. Compartments in first-class carriages have two berths each, but the second-class compartments have four berths each. The compartments are not as good as I expected to find. I was told this was not a *train de luxe*. The latter class carriages are not quite ready for the route; the present ones, however, are far better and much more comfortable than carriages used on the different lines in India and in Burma. Boarding in the hotel was very moderate. One rouble for a meal consisting of three or four courses—fish, meat, fowl, and stewed fruit or sweets. I took my luncheon and dinner in the restaurant car adjoining. Mr. Gruenberg called at 6 p.m. to see if I was well housed. Promised to call again before the departure of the train at 10 p.m. He was disappointed to find there was no bathroom car in train. At dinner time our train was shifted on to the platform near which the station of the future will be built. Here I bought my ticket. 1st class to Manchuria (the Chinese frontier); and paid 1.8 roubles; 2nd class (very slightly inferior to the first) paying only 0.7 roubles. Mr. Gruenberg came at 10 p.m. and handed to the conductor a tin bucket and a tin bowl, at the same time giving instructions to supply me *en route* with an abundant supply of water to enable me to have a sponge-bath once a day. If it had not been for his kindness I would have suffered in health during the trip. The other passengers, mostly foreigners and Russians, seem to be able to go for a week without a bath without any inconvenience. He left me at 10.30, and the train started at 11 p.m., bedding, quilts, and pillows being supplied by the railway authorities. In China I was told I was to carry these requisites myself, as they do in India and Burma.

Monday, 20th April.—The train is travelling at about 10 to 15 miles an hour, and is stopping at all stations in case of a long express train, carrying only passengers and no goods. Thermometer in my compartment stands at 64°/65°, and I am comfortable. Weather is fine, and there is sunshine. At 4 p.m. thermometer stood at 81°. Meals: coffee in the morning to be paid for separately, from 20 to 45 kopecks. At noon and 6 p.m., breakfast and dinner costing 1 rouble and 1½ roubles respectively. Concess two and three respectively. No one connected with the train speaks English. Some of the naval and military officers travelling speak French and a little English. There are three missionary ladies from China travelling in the train. In several stations there are no platforms. To get down, one must jump from the car some five or six feet. The country which the railroad traverses is mostly tableland, with hills here and there. These close to Dalny are composed of earth and fragments of slate. Miles of these are being cleared, and very easily cleared, in the construction of the city of Dalny. As we speed along, hills of rock similar to those in Hongkong are met with. There is a place on board the dining car. Tuesday, 21st April.—Thermometer at 6 a.m. stood at 60°. This is a corridor train. Stoppages at the different stations occupy from five to 30 minutes each time. To be sure of taking a certain amount of exercise one must be on the alert to drop down at every station; with short walks at each station one shall have accumulated a good stock of exercise by night time. This is the only way to take one's usual constitutional. At the large stations, eggs, milk, ducks, fowls, oranges, and native peaches may be purchased. Several second-class passengers supply themselves with provisions by making purchases at the stations. In these parts locomotives burn wood, not coal.

(To be continued.)

## CHINESE REFORMERS IN

## NORTH AMERICA.

We take the following from an article in the *Montreal Witness* on the Chinese reform societies:—

"In Canada and the United States there are now some 120 of these reform societies, with upwards of 30,000 members, all Cantonese, each of whom has paid one dollar to the funds of the society. Adding to these the societies in operation in China makes some 400 in all, with a membership of 3,500,000. Besides the reform of corrupt politics they plan a commercial reform which is to begin in the shape of a large bank in Hongkong, wholly operated by the Chinese themselves. All banks now in the city are operated by Westerners, though these are largely dependent on the Cantonese for the successful conduct of the actual business. The same reformers are planning the establishment of paper-mills, electric railways from town to town, a merchants' exchange, and even a big departmental store. This reform, the reformers themselves say, is the direct result of the teachings of Christianity. Kang Yu Wei declared on one occasion:—'I owe my conversion and my knowledge of reform to the writings of the missionaries.' Similarly Mr. Pong Chee, who is travelling with Mr. Long [Long Kai Cheu], in Knox Church on Sunday night said to the teachers of the flourishing Chinese school there:—'You teachers are doing the best part of the reform work for China. Give us more teachers and more missionaries.' Mr. Long declared he 'had never seen such a picture, so many scholars (about three hundred were present) surrounded by many teachers, who must approve of our reformation, and so are our good friends. Through your pupils here you exert an influence over all China.'"

"With the successful outworking of this reform, Mr. Pong Chee declared, China would soon cease to be a trouble to the countries of the west. A new era had already begun, and the establishment of factories and the development of the natural resources of the country augured a rapid reform. And suppose there were now 100,000 Chinese in this continent who had been coming since 1842? Did not as many as that come from Europe in one summer? Or do we insist on sending them back? Very well, says a Chinese missionary, do so. It will be greatly for China's good. Persecution is a splendid developer. But what shall we answer to the nation kept of God all these years, surely for some great purpose? Are these few not being sent into our country and into our churches that we may in some measure make up for our long neglect to tell these countrymen of Jesus and his love? Or, as Mr. Tung Fang, the clever ambassador at Washington once pointedly asked:—'Is not your country by its policy of exclusion throwing away a glorious opportunity to extend its influence in China morally, intellectually, politically and industrially?' And, says a worker among the Chinese in the city here:—'Surely British Columbia politics should not be allowed to rob the Dominion of this God-given opportunity!'"

"Well, replied Mr. Pong Chee, 'be somebody. Don't snore away like frightened rats. Assert yourselves. Look at Japan. She is not treated so. Do as she does, and you will be treated as she is.'"

"Enough, in a late cartoon, tells the same story. 'Laurier with a club' Chinese tax \$500, is labouring a meek-looking Chinaman, while to a Jap standing by, with another stick, 'military power,' he says: 'Treat you the same way, Mr. Jap? By no means: I haven't the remotest intention—not while you have that club.'"

## THE MERCANTILE MARINE.

The *Times* understands that the committee appointed by the Board of Trade in January, 1902, to enquire into certain questions affecting the mercantile marine have agreed upon the following recommendations:—(1) The employment of a properly certificated cook on every foreign-going vessel of 1,000 tons gross register and over; (2) the extension of the present system of inspection of ship's provisions by power being given to the Board of Trade to inspect, in any case in which they think fit, the provisions of any vessel, whose probable voyage exceeds 21 days' duration; (3) power to be given to superintendents to forbid the engagement of any foreign seaman who does not possess a knowledge of the English language sufficient for the understanding of orders; (4) power to be given to the Board of Trade to withhold the continuous discharge certificate of any seaman who wilfully fails to join a vessel after signing articles; (5) efforts to be made to increase the numbers of the Royal Naval Reserve, especially of stokers on foreign-going vessels, and by improved inducements and more active recruiting; (6) a reference, by way of appeal, to a superintendent to be allowed to seamen in cases in which the master gives a bad character on discharge or 'declines to report'; (7) no limit to be given to foreign seamen who have served for four years in British ships to become, by an easy process without expense, British subjects by naturalisation; (8) the establishment of a system of voluntary examination and certification of masters and officers in the elements of medical knowledge; (9) the universal adoption in British ships of a specified scale of provisions; (10) the provision of as comfortable living quarters as can practically be given to seamen on board ship; and (11) every encouragement to be given to training ships and to the training of boys in merchant vessels with the object of increasing the number of British seamen in the mercantile marine. The committee express the view that the first four of these proposals will require legislation;

but that effect could be given to the succeeding recommendations without any change in the law.

In the course of their report, the committee state that, in their opinion, Lascars and other Asiatics who are British subjects stand on a different footing from foreigners, and that, apart from their claim as British subjects, they have also some claim for employment, because British vessels have displaced the native trading vessels. Although Lascars and other Asiatics are engaged almost exclusively in steam vessels, they now exceed the total number of foreign seamen in all classes of British ships, and their increase during recent years has been very much more rapid than the decrease of British or the increase of foreign seamen employed. Lascars, it is added, are in most cases hereditary sailors, and have special qualifications for work as firemen in hot climates. They are temperate, and those who appeared before the committee made a most favourable impression. The evidence showed that they were most amenable and contented crews, and that, in consequence, their employment as firemen had grown largely, not only in the tropics, but also in vessels trading between ports with the tropics and the United Kingdom. The committee do not feel competent to express any decided opinion in regard to the employment of Lascars in men-of-war, but they have no doubt of their desire to be so employed or of their competency at least in the capacity of stokers and firemen. On the whole, therefore, the committee conclude that the objections which may be entertained to the employment of foreign seamen do not apply to the employment of Lascars and other Asiatics who are British subjects.

## THE AMERICAN WORKMAN.

The American workman as he appears to an English workman is sketched in a short article in *Page's Magazine*. The writer tells in his own way the story of his experiences in American shops, and records his impressions of American workmen. His preliminary word about employers is a good illustration of the true proverb that 'Familiarity breeds contempt.' "On first acquaintances," he says, "American shops and American generally, have a charm for almost everyone, and it depends on a man's temperament whether he falls permanently in with it or becomes hostile. I was struck favourably first with the genial and courteous manner of employers. Next I found they were always like it with strangers. Then I found they were practically on a level with the men, and expected to be spoken to in the same familiar way, and took it quite as a matter of course if their work was distrusted, or if they were abused or threatened." The author's impression of the men themselves was at first favourable. "It was evident that in some ways they were on a higher level than the English workman, and except that they worked harder and longer, it was not apparent in what they could be worse off. Sixty hours a week, after the English fifty-four seemed very hard, although I was getting nearly double English wages. It seemed remarkable, too, that, although the day was so long, and made worse still by dividing it into two long spells with only a more or less brief interval for dinner, the work should be pursued diligently from the moment of starting until stopping-time. The signs of haste that I had expected were not noticeable, but even in the slowest shops there was practically no loafing. The general impulse seemed to be to turn out the work in the quickest and most straightforward way. Even with scarcely enough work in the shop, there seemed to be no holding back. Everyone made himself as comfortable as possible, but the work didn't stop. If it suited a man to sit down at what he was doing he sat down, and often spent more of the day seated than standing. If he was hungry he could spread quite an elaborate meal on the bench and eat as he worked. He is particular about temperature, and, in spite of the enormous variations outside, most shops are kept about the same all the year round—rather warmer than most Englishmen like, but the American reckons to work comfortably with coat and waistcoat off when the weather is at its coldest outside. Outside workers take more pains to protect themselves, and in very severe weather stop work altogether where possible."

The worst feature of American shop life, and of American life generally, appeared to the author to be "the small amount of confidence between men. Each feels that the rest are his enemies, and not to be trusted. Instead of asking questions, things have to be found out. It is unwise to show ignorance on matters connected with the work. A man who happens to know something that others do not always wishes to keep the knowledge for his own advantage. As Americans are toward other nations, so they are between themselves. It is the custom to 'blow one's own trumpet,' and speak disparagingly of everyone else. In the shops there is a keen love for adversely criticising one another, particularly in confidence to the foreman. "The American workman's standard of living is unquestionably higher than the English, and would remain so even if he went in as much as the Englishman for beer. He eats less in quantity, and less frequently, and does not enjoy eating much, but there is more variety in his food. It costs about the same in England, but, no doubt, considerably more is spent on it. He dresses better, and lives in a better house. Comparatively few men care to go through the streets from work with dirty face and hands and clothes. In some cases they make an entire change night and morning in the shop, so that outside they are as well dressed as a business man. The time, however, during which they can appear like this is brief. As with work, so with relaxation. It cannot be taken in so leisurely a manner as here. Holidays have to be taken in a very sober fashion for the custom is to have one day only at a time and start promptly at the regular time next morning."

## VISITORS AT HOTELS

## HONGKONG HOTEL.

Mr. Anderson  
Mr. H. Andrews  
Mr. A. T. Antau  
Mr. S. G. Barrett  
Mr. H. T. Begley  
Mr. F. Bonnet  
Mr. & Mrs. W. M. Black  
Mr. & Mrs. R. Boggess  
Mr. E. A. Bonner  
Dr. Jowers  
Mr. W. S. Brown  
Mr. Hart Buck  
Mr. Frank Carter  
Mr. W. G. Clarke  
Mrs. F. Dawson  
Mrs. G. Dean  
Mr. J. H. Donahue  
Capt. & Mrs. J. Douglas  
Mr. E. Douglas  
Mr. T. C. Downing  
Mr. F. W. Edwards  
Mr. and Mrs. A. Ellis  
Mr. A. Emerson  
Mr. H. G. Fisher  
Mr. C. G. Goss  
Mr. C. Glavin  
Mr. W. B. Houghwout  
Mr. J. G. Hayton  
Mr. L. W. Hill  
Mr. and Mrs. J. Hooper  
Mr. T. Howard  
Rev. F. Icoly

## PEARL HOTEL.

Mr. A. Allison  
Dr. Barrett  
Mr. Andrew Beattie  
Mr. Geo. Beha  
Major H. G. Benson  
A.P.D.  
Mrs. Benson  
Mr. H. Berkeley  
Miss Bissard  
Mr. Ralph A. Brabazon  
Mr. George Bruso  
Major and Mrs. F. W. Bunney & children  
Mr. & Mrs. A. Chapman  
Major A. A. Chichester  
Major G. A. French  
A.R.C.  
Mr. A. Fauch  
Dr. Robert Gibson  
Mr. G. L. Lindsay Grant  
Major A. B. Hamilton  
Mr. F. Hulse  
Mr. P. T. Hughes Hewitt  
Mr. H. U. Joffrie  
Mr. and Mrs. P. N. H. Jones  
Mr. & Mrs. E. S. Joseph  
Mr. R. H. King  
Mr. A. P. D. McDermott











## SHIPPING.

**ARRIVALS.**  
July 2, THENISIN, British str., 1227, J. Gibbs.  
Wuhu 27th June, General.—BUTTERFIELD & SWIRE.  
July 3, HAILONG, British str., 783, Evans.  
Amoy 2nd July, General.—DOUGLAS LAFRAIE & CO.  
July 3, KUIKIANG, British str., 1228, W. Miller, Shanghai 28th June, General.—BUTTERFIELD & SWIRE.  
July 3, MANILA, British str., 2744, G. W. Cockman, R.N.R., Shanghai 30th June, Mails and General.—P. & O. S. N. Co.  
July 3, MICHENES, British str., 3000, J. S. McGregor, from Weihaiwei, Ballast.—ORDER.  
July 3, SHANSI, British str., from Canton.  
July 3, TAKSANG, British str., from Canton.  
July 3, TAIKOWAN, British str., 1429, I. Nareschi, Katsubon 27th June, Coal.—M. H. KAISHA.  
July 3, TYN, Norwegian str., 1418, D. L. Danielsen, Hong Kong 30th June, Coal.—EAST ASIATIC TRADING CO.  
July 3, WAIHORA, British str., 2003, F. Daniel, Singapore 27th June, Rice, &c.—CHINESE.

**DEPARTURES.**  
3rd July.  
ANTONIO McLEOD, Amr. str., for Saigon.  
AYE, Norwegian str., for Kuching.  
BENTON, British str., for Kuching.  
CLARA JENSEN, German str., for Haiphong.  
CONRAD, British str., for Shanghai.  
GLENNALLOCH, British str., for Amoy.  
HAILONG, German str., for Pakhoi.  
JIZUMI MARU, Japanese str., for Bombay.  
KINGING, British str., for Shanghai.  
KUIKIANG, British str., for Canton.  
MICHAEL JENSEN, German str., for Haiphong.  
PROGRESS, German str., for Tientsin.  
TAICHONG, German str., for Haiphong.  
TYN, Norwegian str., for Canton.  
WICHANG, British str., for Haiphong.  
YUNGANG, British str., for Manila.

**VESSELS IN DOCK.**  
3rd July.  
ABERDEEN DOCK.—  
Kowloon Dock.—San Joaquin, Chantico, Taitan, Shantung, Carl Diederichsen, Latsang, COSMOGOLAN DOCK.

**SHIPPING REPORTS.**  
The British steamer Mercedes, from Weihaiwei, had strong winds and dirty, rainy weather.  
The British steamer Hailong, from Amoy 2nd July, had light variable winds with fine weather throughout. Vessel in Amoy—Progress.

**VESSELS ON THE BERTH.**  
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

**THE Steamship.**  
"MASSILIA."  
Captain G. W. Cockman, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 4th JULY, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 2nd June, 1903. [1]

**NOTICE.**  
STEAM FOR KUDAT AND SANDAKAN.  
Taking Cargo at Through Rates to TAYAO, LAH, DATU and LABUAN.

**THE Company's Steamship.**  
"BORNEO."  
Captain Muhl, will be ready to load for the above ports on the 3rd inst.

For Freight or Passage, apply to  
MELCHERS & CO.,  
Agents.

Hongkong, 2nd July, 1903. [1905]

**CHINA NAVIGATION CO., LIMITED.**

**HONGKONG—MANILA.**  
REDUCED SALOON PASSAGE MONEY.  
SINGLE, \$20; RETURN, \$35.

SEAMEN FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DUTY QUALIFIED STEWARDS.

**BUTTERFIELD & SWIRE, AGENTS.**  
Hongkong, 4th July, 1903. [28]

**NATAI LINE OF STEAMERS.**

**THE Undersigned GENERAL AGENTS.**  
in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars, apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1897. [8]

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TOBE DESPATCHED
LONDON VIA SUEZ CANAL.	BENLOMOND	Brit. str.	Mutton	GIBB, LIVINGSTON & Co.	About 2nd inst.
LONDON, &c. VIA PORTS OF CALL.	MASSILIA	Brit. str.	G. W. Cockman	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	MANILA	Brit. str.	H. G. H. Lowell	P. & O. S. N. Co.	About 10th inst.
LONDON	GLENGARRY	Brit. str.	Willy	McGREGOR BROS. & GOW	14th inst.
LIVERPOOL	PROMETHEUS	Brit. str.	Willy	BUTTERFIELD & SWIRE	22nd inst.
MARSEILLES, COPENHAGEN, &c.	DIONED	Brit. str.	Kock	BUTTERFIELD & SWIRE	20th August.
MARSEILLES, LONDON & ANTWERP.	P. VALDEMAR	Dan. str.	Kock	BUTTERFIELD & SWIRE	7th inst.
MARSEILLES, LONDON & ANTWERP.	ALGONOUS	Brit. str.	E. Daries	NIPPON YUSEN KAISHA	11th inst. Daylight.
MARSEILLES, LONDON & ANTWERP.	BINGO MARU	Jap. str.	E. Daries	MESSAGERIES MARITIMES	14th inst. at 8 A.M.
MARSEILLES, LONDON & ANTWERP.	E. SIMONS	Brit. str.	Dupuy Fromy	BUTTERFIELD & SWIRE	21st inst.
MARSEILLES, LONDON & ANTWERP.	PHILIP	Brit. str.	J. W. Wale	NIPPON YUSEN KAISHA	25th inst. Daylight.
MARSEILLES, LONDON & ANTWERP.	TAMBA MARU	Brit. str.	STANTON	BUTTERFIELD & SWIRE	4th August.
MARSEILLES, LONDON & ANTWERP.	DARDANUS	Brit. str.	STANTON	BUTTERFIELD & SWIRE	18th August.
MARSEILLES, LONDON & ANTWERP.	NESTOR	Brit. str.	STANTON	BUTTERFIELD & SWIRE	1st September.
MARSEILLES, LONDON & ANTWERP.	MOYNE	Brit. str.	STANTON	BUTTERFIELD & SWIRE	15th September.
BREMEN, VIA PORTS OF CALL.	PRUSSIAN	Ger. str.	E. Prehn	MELCHERS & CO.	9th inst. at Noon.
HAVRE & HAMBURG	NURNBERG	Ger. str.	John	HAMBURG-AMERIKA LINIE	15th inst.
HAVRE & HAMBURG	WURZBURG	Ger. str.	John	HAMBURG-AMERIKA LINIE	12th August.
HAVRE & HAMBURG	SARAVIA	Ger. str.	Rorden	HAMBURG-AMERIKA LINIE	20th August.
HAVRE & HAMBURG	STRONIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	21st inst. P.M.
HAVRE & HAMBURG	TRIESTE	Aus. str.	Mecozal	SANDER, WIELER & CO.	About 10th inst.
HAVRE & HAMBURG	H. LERCHHE	Rus. str.	H. N. Spieser	SHAW, TOMES & CO.	About 25th inst.
NEW YORK, VIA SUEZ CANAL.	VERONA	Amr. str.	Rafferty	McGREGOR BROS. & GOW	9th inst.
NEW YORK, VIA SUEZ CANAL.	GLENGESK	Brit. str.	Macduff	DODWELL & CO., LD.	About 15th inst.
NEW YORK, VIA PORTS & SUEZ CANAL.	MACDUFF	Brit. str.	Macduff	STANDARD OIL CO.	About middle Aug.
NEW YORK, VIA PORTS & SUEZ CANAL.	KENNEDY	Brit. str.	Macduff	HAMBURG-AMERIKA LINIE	15th inst. at Noon.
NEW YORK, VIA SUEZ CANAL.	ARABIA	Ger. str.	Balle	CANADIAN PACIFIC R. CO.	22nd inst.
VANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.	Macduff	DODWELL & CO., LIMITED	7th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	TARTAR	Brit. str.	A. Dixon	BUTTERFIELD & SWIRE	14th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	TACOMA	Brit. str.	A. Dixon	NIPPON YUSEN KAISHA	14th inst. at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	YACONIA	Brit. str.	N. Ohno	NIPPON YUSEN KAISHA	20th inst. at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	KAGA MARU	Jap. str.	Geo. Anderson	POSTLAND & ASIATIC CO.	To-day.
PORTLAND, OREGON	RIKUGUN MARU	Jap. str.	N. Ohno	NIPPON YUSEN KAISHA	17th inst. at 4 P.M.
AUSTRALIAN PORTS	INDRAVELLI	Brit. str.	R. P. Craven	GIBB, LIVINGSTON & Co.	About 25th inst.
AUSTRALIAN PORTS	CHINGU	Brit. str.	A. E. Moses	BUTTERFIELD & SWIRE	6th inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	17th inst. at Noon.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	A. E. Moses	GIBB, LIVINGSTON & Co.	About 10th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	PAWLAN	Brit. str.	J. D. Andrews	P. & O. S. N. Co.	7th inst.
KOBE, NAGASAKI & VLADIVOSTOK	SAVOIA	Ger. str.	Deinat	BUTTERFIELD & SWIRE	17th inst. Daylight.
KOBE & YOKOHAMA	TAIYUAN	Brit. str.	N. Ohno	NIPPON YUSEN KAISHA	22nd inst. at Noon.
KOBE & YOKOHAMA	AWA MARU	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	31st inst. Daylight.
KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	H. Peterson	NIPPON YUSEN KAISHA	11th inst. at Noon.
KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	W. Scott Hunter	BUTTERFIELD & SWIRE	6th inst.
KOBE & YOKOHAMA	SHANSI	Brit. str.	T. W. Groves	OSAKA SHOSHEN KAISHA	7th inst.
KOBE & YOKOHAMA	DAIGU MARU	Jap. str.	T. Saito	OSAKA SHOSHEN KAISHA	To-morrow.
KOBE & YOKOHAMA	MAIDZU MARU	Jap. str.	I. Goto	OSAKA SHOSHEN KAISHA	10th inst.
KOBE & YOKOHAMA	ANPING MARU	Jap. str.	Evas	DOUGLAS LAFRAIE & CO.	To-morrow, 9 A.M.
KOBE & YOKOHAMA	HAILONG	Brit. str.	Evas	BUTTERFIELD & SWIRE	6th inst.
KOBE & YOKOHAMA	NANCHANG	Brit. str.	Evas	BUTTERFIELD & SWIRE	To-day.
KOBE & YOKOHAMA	CHINGU	Brit. str.	Evas	SHAW, TOMES & CO.	To-day, at 11 A.M.
KOBE & YOKOHAMA	KUIKIANG	Brit. str.	Evas	TOTO KISEN KAISHA	7th inst. 11 A.M.
KOBE & YOKOHAMA	KUIKIANG	Brit. str.	Evas	SHAW, TOMES & CO.	11th inst. 10 A.M.
KOBE & YOKOHAMA	KUIKIANG	Brit. str.	Evas	BUTTERFIELD & SWIRE	15th inst.
KOBE & YOKOHAMA	KUIKIANG	Brit. str.	Evas	BUTTERFIELD & SWIRE	Quick despatch.
KOBE & YOKOHAMA	KUIKIANG	Brit. str.	Evas	JARDINE, MATHESON & CO.	7th inst. at Noon.
KOBE & YOKOHAMA	KUIKIANG	Brit. str.	Evas	CARLOWITZ & CO.	18th inst. at Noon.
KOBE & YOKOHAMA	KUIKIANG	Brit. str.	Evas	NIPPON YUSEN KAISHA	14th inst. at Noon.

FOR KOBE, NAGASAKI AND VLADIVOSTOK.  
(Calling at GENSAN.)

**THE Steamship.**  
"SAVOIA."  
Captain Deinat, will be despatched for the above ports on MONDAY, the 6th July, at Noon.

This steamer has superior accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 24th June, 1903. [1814]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

**THE Company's Steamship.**  
"LAISANG."  
Captain M. Courtney, will be despatched as above on TUESDAY, the 7th July, at Noon.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 1st July, 1903. [1879]

**"GLEN" LINE OF STEAMSHIPS.**

**FOR NEW YORK VIA SUEZ CANAL.**  
"THE Steamship."  
Captain Rafferty, will be despatched as above on THURSDAY, the 6th July.

For Freight or Passage, apply to  
McGREGOR BROS. & GOW.  
Hongkong, 6th June, 1903. [1845]

**NAVIGAZIONE GENERALE ITALIANA.**  
(Florida and Rubattino United Companies.)

**STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.**  
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGURIA and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLOA.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

**THE Steamship.**  
"ISCHIA."  
Captain Magazzini, will be despatched as above on MONDAY, the 13th July, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & CO.,  
Agents.

Hongkong, 30th June, 1903. [4]

**"GLEN" LINE OF STEAMSHIPS.**

**FOR LONDON.**  
"THE Steamship."  
Captain Willy, will be despatched as above on TUESDAY, the 14th July.

For Freight or Passage, apply to  
McGREGOR BROS. & GOW.  
Hongkong, 25th June, 1903. [1837]

**REGULAR STEAMSHIP SERVICE TO NEW YORK.**  
Via PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS.)

**PROPOSED SAILINGS FROM HONGKONG.**  
About 15th July.  
"MACDUFF" ..... 25th July.  
"GLEN" ..... To follow.  
"MOGUL" .....  
"SATSUMA" .....

For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.

Hongkong, 2nd July, 1903. [1125]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR LONDON, &c. {MASSILIA ..... Noor. 4th } See Special  
G.W. Cockman, R.N.R. } Advertisement.

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L. A. HEWETT,  
Superintendent.

Hongkong, 1st July, 1903.

## NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS. SAILING DATES.

BINGO MARU ..... MARSEILLES, LONDON and SINGAPORE, SATURDAY, 11th July, at DAYLIGHT.

KAGOSHIMA MARU ..... NAGASAKI, KOBE and YOKOHAMA, SATURDAY, 11th July, at Noon.

BOHMY MARU ..... BOHMY, VIA SINGAPORE and COLOMBO, TUESDAY, 14th July, at Noon.

KAGA MARU ..... VICTORIA, B.C. and SEATTLE, TUESDAY, 14th July, at 4 P.M.

AWA MARU ..... KOBE and YOKOHAMA, FRIDAY, 17th July, at DAYLIGHT.

YAWATA MARU ..... SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, FRIDAY, 17th July, at 4 P.M.

KAGOSHIMA MARU ..... KOBE, WEDNESDAY, 22nd July, at Noon.

TAMBA MARU ..... MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, SATURDAY, 25th July, at DAYLIGHT.

RIKUGUN MARU ..... VICTORIA, B.C. and SEATTLE, TUESDAY, 28th July, at 4 P.M.

KAMAKURA MARU ..... KOBE and YOKOHAMA, FRIDAY, 31st July, at DAYLIGHT.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers Round-the-World Tickets also issued.

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For further information as to Freight, Passage, Sailings, &c. apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.

Apply to—  
T. S. TAKAYANAGI, Acting Manager. [9]

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Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

**PROPOSED SAILINGS FROM HONGKONG.**  
SUBJECT TO ALTERATION.

DESTINATIONS. SAILING DATES.

NURNBERG ..... HAVRE and HAMBURG, On 15th July. Freight.

WURZBURG ..... HAVRE and HAMBURG, On 29th July. Freight & Passengers.

BADENIA ..... HAVRE and HAMBURG, On 12th Aug. Freight.

SITHONIA ..... HAVRE and HAMBURG, On 26th Aug. Freight.

STRONIA ..... HAVRE and HAMBURG, On 9th Sept. Freight.

ARABIA ..... NEW YORK, VIA SUEZ CANAL, About middle of August.

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## OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR STEAMERS LEAVING.

TAMUI, VIA SWATOW AND AMOY, "DAIGI MARU" TUESDAY, 7th July.

TAMUI, VIA SWATOW AND AMOY, "DAIJIN MARU" SUNDAY, 12th July.

ANPING, VIA SWATOW AND AMOY, "MAIDZU MARU" SUNDAY, 5th July.

FOOCHOW, VIA SWATOW AND AMOY, "ANPING MARU" FRIDAY, 10th July.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Portoon at the Customs' water front premises at Tientsin to land all passengers and cargo.

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For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

Hongkong, 2nd July, 1903. T. ARIMA, Manager [15]

## NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Captain. Tons. Sailing Date.

TACOMA ..... A. Dixon ..... 2812 ..... July 7th.

VICTORIA ..... J. Pantou ..... 3552 ..... August 1st.

FLETADES ..... F. G. Parington ..... 3765 ..... August 15th.

Steamers marked \* have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

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## TOYO KISEN KAISHA MANILA LINE.

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewards carried.

Steamship. Captain. Tons. Sailing Date.

"ROHILLA MARU" ..... E. P. Bishop ..... 3869 ..... Tuesday, 7th July, at 11 A.M.

"ROSETTA MARU" ..... N. Tate ..... 3876 ..... Saturday, 11th July, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong



## CORRESPONDENCE.

## THE VOLUNTEER DRESS-UNIFORM.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 1st July.

Sir,—Apropos of the Volunteer Promenade Concert that takes place on the 11th instant, it has been suggested by several of our corps that a more satisfactory dress uniform might take the place of the present one, so far, at least, as the rank and file are concerned. The present dress-uniform is much too heavy, being more suited to a Shanghai winter than to the usually mild temperature of Hongkong. It is also not by any means an attractive dress. Might I join with others in suggesting a neat, and above all a well-cut, white uniform. Many members even in these days of depreciated dollars wouldn't mind buying their own dress uniform, I should imagine, rather than wear the present abomination. Enclosing my card,—Yours, etc.,

A GUNNER.

## A SUGGESTION FOR PUBLIC RICKSHAS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 2nd July.

Sir,—I have noticed in a recent issue of your paper some correspondence having reference to contamination from public rickshas. There is no doubt that the danger of such cases does exist, and it seems to me that the risk could be considerably reduced by a simple simple method, which is the rule, not the exception, in Singapore, Shanghai, Peking, and other important Oriental centres. I refer to the covering of the seat, back, and sides of the vehicles with a white slip or cover, which could be easily changed when necessary. Furthermore, it would be of considerable value in preserving to a great extent the clothes of the rider. A few rides in a public ricksha, in the white clothes which are so universal during the hot months, will convince any lady or gentleman that such a change would be most welcome. Hoping that my humble observations may bring the matter before the eyes of those who are competent to effect such a desirable move.—Yours, etc.,

ODIN.

## THE COST OF LIVING.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 2nd July.

Sir,—The cost of living is a subject of perennial interest to every dweller in Hongkong, and your leading article in yesterday's *Daily Press* in which the prices of market produce ruling ten years ago are contrasted with the prices ruling to-day, has doubtless formed a topic of discussion in every household. While there is no room to dispute the all-too-palpable fact that prices have gone up enormously during the last ten years, there seems to be no settled opinion as to the cause thereof. Your evening contemporary, the *China Mail*, for instance, in discussing the matter says:—"We have often wondered why market prices in Hongkong for local produce should be affected by the fall of exchange. Why it should cost more to grow a potato or to rear the domestic chickens we are accustomed to see in Hongkong or to procure a none-too-fresh fish for the breakfast-table because the price of silver bullion is depressed by New York manipulators is difficult to understand."

Well, Sir, I do not think the reasons are difficult to comprehend. In the first place the prices would be regulated by the law of demand and supply. Ten years ago this Colony had an estimated British and foreign population of 16,500; the latest official estimate published gives that population as 18,724. The Chinese population of the Colony (exclusive of the New Territory) has increased in the same period by about 25,000. I suggest that this large increase in the demand for market produce has certainly had the effect of enhancing prices to some extent. We might very well consider also what effect the great increase in rents has had upon the cost of market produce. If the Chinese producer has to pay to-day twice as much in rent as he did ten years ago, his only way of raising additional income is to increase the selling price of his produce. It may be true of certain parts of China that the fall in exchange has not affected the cost of market produce: I have, indeed, seen it asserted as a fact. But we are in Hongkong, and not in Szechuen. Rents here of all classes of property have increased very considerably, so also has the cost of all kinds of labour, while it goes without the saying that the silver price of all materials imported from abroad for use here in industry and trade has had to be increased in proportion to the fall in exchange. All this must enter directly or indirectly into the ultimate cost of the humble potato and the domestic chicken. The fact that the potato-grower and the poultry-keeper are getting more dollars for their produce to-day than they did ten years ago does not necessarily imply that their stock of dollars saved is proportionately greater.

I cannot see how it can be denied that prices are affected to a fairly large extent by the currency medium, but inasmuch as, consciously or unconsciously, we in Hongkong regulate our financial affairs on a gold basis while using a silver currency, I fail to discover what sound reasons can be advanced for delaying the adoption of a fixed exchange rate for Hongkong until China shall have been induced to establish a gold standard for the whole Empire. There are a few thoughts which have occurred to me, Mr. Editor, after reading the articles in the *Daily Press* and *China Mail*. I do not wish to pose as an authority on the subject and therefore beg to subscribe myself,—Yours, etc.,

ASTERISK.

## POLICE COURT.

Friday, 3rd July.  
Before Mr. J. H. KEMP (Acting Police Magistrate).

**THE CHARGES AGAINST R. G. MCWEN.**  
The hearing was resumed of the charges against R. G. McWen, Inspector of Markets, of accepting bribes to influence his conduct as a public servant.

Chan Wong was recalled and cross-examined by Mr. Slade. He said he went to the defendant's house on 24th December last. This was about 4 p.m. He saw no one else besides the defendant, who was on the verandah. Witness just opened the door and walked in; he had never been to the house before.

Li Kwan was called and examined by Mr. Bowley. He deposed that he was the master of the Sun Fa shop, 4, Western Market. He could not tell what happened in the sixth-month last year, because he was in the country. He knew the defendant.

Mr. Bowley—Have you ever given him any money?

Mr. Piper—Might I ask your Worship to caution this witness?

The witness was cautioned, and replied that the defendant wanted \$60 a month. Witness himself gave the defendant \$30, and another man named Ah Wong gave him \$120. That was on 24th December last. Witness handed over the \$30 at the defendant's house in Chater Street, Kennedytown. Besides the money, witness also carried some birds and cigars, but it was such a long time off that he forgot what kind of birds they were. Ah Wong had charge of some capons for the defendant, who, when he received the articles, said—"Thank you." The reason for the giving of the money was that it was Christmas time, when presents were usual.

Mr. Bowley—What did you expect in return for the money?

Witness—Well, the inspector was sometimes very fustious, and used to strike everybody.

Mr. Bowley—And you thought that the giving of the money would make him less fustious?

Witness—Well, we are business men, and whenever any European comes into our shop a large crowd collects outside.

Cross-examined—He had been sent for from the Registrar-General's department, on the complaint of the complainant, for a breach of the market regulations. His licence was taken away during his absence in the country.

Ip Cheung, one of the masters of the Yeung Fat Long shop, 64, Central Market, was next examined by Mr. Bowley. He said he knew the defendant whom he visited on 20th December in consequence of a meeting of the poultry guild of the Central Market. He said to him in Chinese—"It will be Christmas in a few days more. What will you take?" The defendant replied—"You give money; I will buy myself." Witness reported accordingly to the guild, which held a meeting. As far as he knew, no one else heard the conversation between him and the defendant, who at Christmas time received from witness one \$100 note and four boxes of cigars. The presents were given in defendant's house at Chater Street on Christmas Day, between four and five o'clock in the afternoon; two other men accompanied witness, and all travelled in rickshas. Witness gave the cigars to the defendant, and one of the other two the money. When they went to the defendant's house he was on the roof, according to one of two Europeans who met the witness's query as to where the inspector was; presently the defendant came down in company with another European.

Witness and his two jobs waited on the verandah, where the defendant came to them. Witness said—"Inspector, now I am going to give you these presents," whereupon they were handed over. The bank-note the defendant put in his pocket and the cigars under his arm, remarking—"Thank you." Witness and the other two left by a different stairway from that by which they had entered. One of the three Europeans in the house witness knew by sight, but not so the others. The reason the money was given was that the defendant was causing the guild a lot of trouble.

Mr. Slade had no questions.

U Kam, master of the Tai Chun poultry shop, 63, Central Market, one of the two who accompanied the previous witness on his alleged visit to the defendant's house, gave corroborative evidence. The money was given, he said, in order that the defendant should give them no trouble.

No questions by Mr. Slade.

Lam King Sun, the last of the three men who were said to have visited the defendant's house on Christmas Day, also gave corroborative evidence.

Mr. Slade did not cross-examine, and the case was remanded till Thursday next at 2.15 p.m.

Mr. Bowley again applied to have the defendant's bail of \$500 increased.

Mr. Slade was about to speak in opposition to the application, when

His Worship said—I think the amount of the bail is sufficient.

The hearing was adjourned.

**ALLEGED FORGERY.**

John Robertson, formerly a surveyor in the Naval Yard Extension, was remanded for a week on a charge of forging a receipt for \$38. The defendant lived at the Cosmopolitan House and is alleged to have forged the signature of the proprietor, a Chinaman, to his monthly bill for the amount stated when it was presented.

American visitors to Stratford are very keen on Elford, a village with which Shakespeare is traditionally associated, and there is a good story told of a mill-mill where the village of Elford, opposite the site of the old Elford village, was the scene of the old Elford village. It is that where they say Shakespeare got drunk? "Ees, that it is." "Is there any truth in the story?" "Ees, quite true." "How do you know?" "Cause I've met 'im there many a time." "What! met Shakespeare there?" "Ees, that I have." "Was, stranger, you must be a good id one, for he's been dead three hundred years." "Lor! have he? Good God! how time flies!"

## LATE TELEGRAMS.

[VIA CEYLON.]

MR. CHAMBERLAIN'S POLICY.

London, 16th June.

The debate on Mr. Chamberlain's policy was continued in the House of Lords last night.

Lord Lansdowne sought to show the necessity for enquiry into the causes at work abroad which were supplanting our trade.

The negotiation for discussion concerning Germany's treatment of Canada was, "His Lordship said, 'still proceeding. We are given to understand that not only is Canada likely to be subjected to further differential treatment, but, if the other Colonies follow her example, Great Britain herself will probably be deprived of the favoured-nation treatment. Our defenceless condition," he said, "was absolutely intolerable"; and he described the way the great Continental Trusts were the outgrowth of Protection, some of them State-aided and destroying our trade. "No industry," His Lordship said, "was able to withstand competition under such conditions, but commercial prosperity was not everything, and it was worth some sacrifice to prevent our Colonies drifting from us."

The Duke of Devonshire strongly doubted the economic soundness of Mr. Chamberlain's proposals, and believed that the enquiry will establish the principles of free-trade finance better than ever. He admitted that much that was unexpected had happened during the last few years requiring serious consideration, consequently he failed to see how free-traders could object to an enquiry. Mr. Chamberlain, he said, had opened the case, and it remained for him to support it. His Lordship denied there was anything inconsistent with Ministerial responsibility in the course Government was adopting for bringing the matter before the country.

Earl Spencer denied that anything had occurred calling for further enquiry, and said that Lord Lansdowne's speech indicated a general war against bounties, a policy which seemed perfectly distinct from that of Mr. Chamberlain's.

London, 18th June.

In the debate on Sir Henry Campbell-Bannerman's motion, the mover complained that the speeches of Mr. Balfour and of Mr. Chamberlain misled the Colonies regarding the Government's attitude on the question of protecting these Colonies favouring the Motherland, against foreign discrimination. Ministers were seriously divided; and hopes were being raised which stood a good chance of being bitterly disappointed.

Mr. Balfour said that the only prospect of much disappointment was if Sir H. Campbell-Bannerman meant to abandon the Colonies in the event of his coming into power. Mr. Balfour said that he himself would not shrink from retaliation, if necessary.

Mr. Chamberlain said that Germany's treatment of Canada amounted to a hostile discrimination, but we were not entitled to expect different treatment while we adhered to a policy making it possible. If Germany further penalised Canada it would be our duty to find a remedy; but the tone of the German Press had so changed during the last few weeks that he did not contemplate the necessity.

The motion was rejected by 252 against 132 votes.

**ALDERSHOT REVIEW POSTPONED.**

London, 18th June.

The King's review at Aldershot has been postponed till the 8th of July, when President Lobos will attend.

**THE "DISCOVERY" EXPEDITION.**

London, 18th June.

With reference to the strictures passed, in the Commons last month, by Mr. Balfour on the Geographical and Royal Societies for equipping the *Discovery* for an Antarctic expedition without counting the cost, Mr. Balfour has now written a letter exonerating the Royal Society from any responsibility.

**COUNTRY CRICKET.**

London, 16th June.

The cricket match between Kent and Sussex had to be abandoned owing to the rain.

London, 17th June.

The matches, Middlesex v. Essex, and Somerset v. Hants, have been abandoned owing to the sodden state of the ground. Yorkshire beat Cambridge University by 206 runs. Derbyshire beat Surrey by 111 runs. The match between Leicestershire and Warwick was drawn.

**ROYAL HUNT CUP.**

London, 17th June.

The following was the result of the race for the Ascot Royal Hunt Cup—

Mr. Leopold de Rothschild's *ch c Kändler* 1  
Lord H. de Walden's *b or b f Imperious* ... 2  
Sir E. Cassel's *b h Ascotcupper* ... 3

**THE ASCOT GOLD CUP.**

London, 18th June.

The following is the result of the race for the Ascot Gold Cup—

Mr. J. de Brémont's *b c Maximus* ... 1  
Lord Howard de Walden's *Rising-glass* ... 2  
Lord Cadogan's *b f Elba* ... 3

**[VIA JAPAN AND SHANGHAI.]**

**PRINCE CHING'S ATTITUDE.**

Peking, 20th June.

The British Acting Minister to Peking called on Prince Ching to-day and strongly advised him to reject the Russian demands in the Manchurian Secret Treaty and to urge her to withdraw from Manchuria, China undertaking to open Mukden and Tientsin to foreign trade. The Prince is reported to be completely in the control of the Russian Minister to Peking, and the British Acting Minister found it impossible to influence him. It is reported that the Prince has already given his consent to the Russian demands relative to Manchuria.

## RUSSIA AND COREA.

London, 22nd June.

Great expectations have been formed at St. Petersburg regarding the probable effect of Mr. Waeber's prolonged stay at Seoul, and his success in establishing an intimate friendship with the Emperor of Corea. Mr. Waeber is now about to return to Russia.

**GERMANY AND THE U.S.**

Berlin, 25th June.

H.M. the Emperor visited yesterday the flagship of the American Squadron, now at Kiel. During a dinner, given on board of his yacht *Hohenoller*, the Emperor toasted President Roosevelt. Chancellor Count Billow, the American Officers, and several Ambassadors were present at the dinner.—*O. Lloyd.*

**GERMAN DOMESTIC AFFAIRS.**

The result of the second ballots for the Reichstag has just now been published. The Reichstag will, according thereto, consist of 52 Conservatives, 19 Free-Conservatives, 99 Liberals, 9 Anti-semites, 52 National-Liberals, 31 Radicals, 6 Democrats, 81 Socialists, 2 Agrarians, 5 Farmers' alliance, 17 Poles, 5 Welts, 9 Alsatians, and 10 belonging to no party. The former deputies, Oertel (Conservative), and Bassermann (National Liberal), have been defeated, while Eugen Richter (Radical) was elected.

The prospect that favourable commercial treaties will be closed, has become decidedly better through this result of the final elections.

Prince Bismarck has been re-elected a member of the Reichstag, while Professor Hasse (National Liberal leader of the Pan-Germans) has been defeated.

The German Government expects that the Reichstag will work entirely satisfactorily, notwithstanding the increased number of Socialists.—*O. Lloyd.*

**MR. CHAMBERLAIN'S SCHEME.**

London, 27th June.

Dealing with the question of his scheme for increasing the price of bread, Mr. Chamberlain suggested balancing any increase by reductions of the duties on tea, sugar, etc.—*N. C. D. N.*

**SERBIA.**

London, 27th June.

King Peter Karagevitch has issued an army order, saying that his heart's first greeting is to his dear heroic army, the hope of the Serbian people.—*N. C. D. N.*

**JOINT STOCK SHARES.**

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 3rd July—

Since our last weekly report the June settlement has intervened and been successfully dealt with, but the re-opening of the market has not as yet been attended with any material improvement either in rates or the volume of business transacted.

**BANKS.**—A small parcel of Hongkong and Shanghai is reported to have been sold at \$600, but larger lots could probably be obtained at the closing quotation of \$685. London is unchanged at £63 5s. Nationals are slightly better with buyers at 23s.

**MARINE INSURANCES.**—Unions are somewhat easier with sales and probable further small sellers at \$500. China Traders sold and can still be placed at \$61. Yangtzes are enquired for at \$130. North Chinas are quiet at \$12. 220, and Cantons at \$185.

**FIRE INSURANCES.**—Hongkongs have sold and are procurable at \$330. Chinas are steady at \$85 with probable small buyers.

**SHIPPING.**—Hongkong, Canton and Macao have sold at \$38 and \$34, and still continue in request at the former rate with a few shares obtainable at \$34. Indo-Chinas after sales for settlement amount at varying rates from \$104 and \$107, have eased off to \$104 sellers, with sales reported at \$103, cash, and \$106 and \$105 for August delivery. Chinas and Manilas are procurable at \$25 (old) and \$20 (new). Dogribes are wanted at \$40 after sales at \$40.

Sea Transporters are in request at \$27 (old) and \$26 (new), and Shell Transporters are wanted at \$1. 2s. 6d. after reported sales at that figure.

**REFINERIES.**—China Sugars have sold at \$104 and \$103, and further shares are on offer at the higher rate. Lousens are firm with buyers at \$10.

**MINING.**—Fanjongs have sold at \$260 and \$23, and more shares are offering at the latter rate. Jelobas continue on offer at \$12. Rubis have again been done \$1 and continue in request.

**DOCKS, WHARVES AND GODOWNS.**—Hongkong and Whampoa Docks have sold at \$214, \$215 and \$215, and are now enquired for at \$216. Kowloon Wharves have sold in small lots at \$90 at which more shares are procurable. New Amoy Docks are quiet at \$40. Farmanhas have sold and there are probable further sellers at \$120. Advances from Shanghai state that the 5th dividend on this stock has been paid at \$14 3 per share, making in all \$14. 15 for the year's working, as against \$14. 17 for the previous year.

**LANDS, HOTELS AND BUILDINGS.**—Hongkong Lands recovered somewhat after the severe drop reported in our last, but after sales at \$162 to \$163, close weaker with some sales at \$162. Kowloon Lands continue neglected at \$38, and West Points at \$52. Humphreys Estates have sold at \$124 and \$124, and are now obtainable at \$12. 15. Hongkong Hotels have sold at \$155, \$154 and (a forced sale) \$152 and close with sellers at \$154. Orientals are unchanged with buyers at \$40.

**COTTON MILLS.**—No business is reported in the Northern stocks, for which quotations are unchanged. Hongkong Cottons have declined to \$14 sales.

**MISCELLANEOUS.**—Green Island Cements have sold at \$24, and are on offer at \$24. China Borneos are on offer at \$104. Watsons are procured at \$14, after sales at \$14. Watsons are now asking \$14. 5. Steam Water-boats are wanted at \$14. Dairy Farms have sold at \$12, and China's Providents at \$9.80 and \$9.75. Watkins have receded to \$7 sellers.

**MEMOS.**—China Light and Power Company, Limited, extraordinary general meeting on the 13th instant. Hongkong Electric Company, Limited, ordinary yearly meeting on the 11th instant. Tebrau Planting Company, Limited, ordinary yearly meeting on the 14th instant. Transfer books close on the 7th instant.

## PHOTOGRAPHIC

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[38]

## MR. DOOLEY ON THE NAYGUR.

"What ar-re we guin' to do about th' coons?" asked Mr. Dooley.

"What ought we do about them?" asked Mr. Hennessy.

"We've got to do something," said Mr. Dooley. "Something's got to be done. When I was a young man I raymber hearin' people talk in boostin' the naygur up fr'm his lowly place as an unforgit slave an' humorist an' makin' him as good as anybody an' better than a German be givin' him a vote. I didn't believe it, because I was a dimmycrat an' didn't believe anything but Stephen A. Douglas. But they used to say it jua' th' same, an' if ye didn't say it too it was down to Camp Douglas with ye th' back iv th' neck as a prisoner iv war. Th' dimmycrats knew that a naygur with a vote wudden't be a William Shakespeare. It wudden't take any iv th' dusk out iv his cheeks to send him down to th' liv'ry stable an' have him stick an' impoerball ballot that he cudden't read into a box with a false bottom. Can th' camel change his hump? as Hogan wud say. A naygur with a vote is a naygur with a vote, an' that's all he is. Th' dimmycrats knew that forty years ago. Hishtry always vindicates th' dimmycrats, but niver in their lifetime. They see th' truth first but th' trouble is that nashthin' is iver officially true till a naypublican sees it.

"Th' naygur ain't anny better off th' he was. Nobody is. But nearly iverbody expected afther th' war that his locks wud become golden at wanst an' that he wud soon get a Roman nose. But here he is to-day lookin' jua' as he did forty years ago. He ain't got anny more money, he ain't anny lighter in complexion, an' I sometimes doubt whether he's anny happier th' he was when they was takin' his darlin' Nelly Gray away fr'm him an' niver see her more till they met in th' Jim Crow section iv Hiv'n. Down in th' merry olivarious Southland no basket picnic is complete unless a naygur is dependin' fr'm th' shrubbery. Up here in this free North iv ours, where th' wurlds iv Windell Phillips is still soundin' in th' air, we don't see anny naygurs marryin' into our ludin' families. We welcome him as our kiel in all rasypts, but none iv our conservative prize-fighters will put on th' gloves with him.

"So I say something's got to be done fr' him, but what it is, I dinnee. Tiddy Roosevelt's idee is to glad hand him up to higher plane. All ye've got to do make him th' kiel iv his white brother is to give him a job an' have him up to th' White House fr' dinner. Preparation is bein' made fr' th' dinner to the Royal Knights iv th' Order iv Oriental Splendor in Pazzas, whose presidint is th' Hon'able Eggeous-Gass iv Allybama. A wagonload of pullets an' hams was delivered yisterday at th' White House. The dinner will be followed by a musical, at which th' president an' Sinitor Kanna will sing a duet. Both statesmen will black up in honour iv th' company.

"But th' trouble with this here plan is that th' higher ye boost th' naygur be askin' him up to th' White House, th' farther he has to fall when he gets about two blocks south iv th' White House. Wan iv our dusky fellow-citizens comes out fr'm a meal with th' president an' cakewalks to a car. He is not puffed up with th' rasyption. Not at all. Th' av'rage chest measurement iv a coloured gentleman who has had three or four fish-balls with th' president is rarely over an hundred an' eighty inches. So he modestly shrugs over to a car, takes a seat, puts his feet in th' lap iv th' lady across fr'm him an' says in a diffrical yell to a Confederate Colonel nex' to him: 'White passon, give the frind iv th' president a light fr'm yer seegar.' An' when he comes to his leg is on fire.

"Mo friends down South don't believe in this way iv illuvatin' th' coon. They have ways iv their own. They think a naygur ought to be improved slowly. Th' slower th' better. 'Th' race question upon which I did not mean to speak but will, can niver be settled until it is settled r-right. Th' r-right way to settle it is to lave it where it is. We give th' naygur iver r-right guaranteed by th' constie chameleon. We permit him to vote only demondin' that he shall prove that his father an' mother was white. We let him perform th' arduous manual labour iv our fair land. We bury him or gather him as soevernirs. What more can be asked? But we insist that though this happy fellow-citizen may pass us on our vittles he shall fork out our stamps.

To this ivry intelligence in th' South that can be seen sunnin' itself on th' deep platform stands committed. In th' sunny Southland we bow to public opinyon, be it iver so noisy. Th' naygur question with us is a barain' question, an' so it will always be. Th' president iv these United States mus' know that we will defend white supremacy to th' las' drop iv their blood. I want to discuss this question dispassionately, an' I say that I am in favour iv lavin' it to th' cold light iv reason.

"An' there ye ar-re, Hinnissy. There's th' naygur with his vote an' a meal-ticket to th' White House in his hand an' he's no better off th' he was when I was opposin' his illuvation on consitutional groun' an' because I niver liked a naygur annyhow."

"What's th' trouble?" asked Mr. Hennessy.

"Th' trouble is," said Mr. Dooley, "that th' naygurs iv th' North have lived too long among th' white people, and th' white people iv th' South have lived too long among th' naygurs."

## THE KISHINEFF OUTRAGES.

The following is the last telegram sent by the St. Petersburg Correspondent of the *Times* before the message announcing his expulsion:—  
M. de Plehve received yesterday [May 24] a deputation of Jews who had come from Kishineff in order to place their case before the central authorities. The delegates, I understand, were very much impressed with the amiability which the Minister displayed towards them and the attention with which he listened to their complaints and their requests. The greater part of what passed between them is, naturally, regarded as confidential and has not been divulged. It has, however, leaked out that the delegates urged upon M. de Plehve the necessity of showing in some unmistakable way his disapproval of the recent outrages and of the Anti-Semitic agitation in general, and they strongly objected to the text of the communique published in the *Official Messenger*, which, contrary to all the facts of the case, attempted to make the Jews responsible for what had occurred. M. de Plehve said that it was impossible for him, as they must understand, to publish a new communique which would even seem to be a disavowal of what he had already written, but he would consider other ways of making clear to the public the sympathy which the Government felt for the sufferers at Kishineff. He reminded the deputation that he had dismissed both the Governor of Bessarabia and the chief of the police. More than that they could scarcely desire. The delegates objected that there were among the local officials men whose guilt was even greater than that of the Governor, and they hoped the Minister would see his way towards a complete change of personnel at Kishineff. They moreover strongly urged that a curb should be placed on the Anti-Semitic agitation of a section of the Press, and mentioned the *Znamya* and the *Bessarabyets* as the chief sinners in this respect. On this point the Minister showed himself most willing to meet their views, and promised to take immediate action. That the deputation was not without effect is proved by an announcement in this morning's *Official Messenger*. The *Znamya*, which is under the same management as the *Bessarabyets* and is the most violently Anti-Semitic newspaper in St. Petersburg, has been forbidden to be sold except to regular subscribers.

## CHURCH SERVICES.

S. JOHN'S CATHEDRAL.

5th July; 4th Sunday after Trinity.  
Holy Communion (7.30 a.m.)  
Matins (11 a.m.)  
Responses, Feriat; Venite; Stanley; Psalm: Baruch; Odes and Psalter; To Deum; St. Mark in C; Benedictus; Baruch in D (15th M.); Anthem: "O give thanks unto the Lord." Elvey.  
Holy Communion (12 noon).  
Kyrie, Schubert in G; Hymns, 296 and 222.  
Evensong (5.45 p.m.).  
Responses, Feriat; Psalm: Macfarren and Hopkins; Magnificat, Jones in A (12th M.); Nunc Dimittis, Wickes in E (10th E); Hymns, 534, 19, and 224; Vesper H



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Orders for extra copies of DAILY PRESS should be sent to before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. 1902.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## PROMENADE CONCERT.

A GRAND PROMENADE CONCERT will be held on the VOLUNTARY PARADE GROUND, on SATURDAY, 11th JULY, 1903, commencing at 8 p.m.

Admission: Reserved seats, 2s; remainder, 1s. Soldiers, Sailors, and Volunteers in uniform, 50 cts.

Hongkong, 4th July, 1903. [1924]

## HOUSE WANTED.

FROM 1st November, or sooner, a FIVE- or SIX-ROOMED HOUSE at the PEAK. Reply to—

E. H. Care of Daily Press Office. Hongkong, 4th July, 1903. [1925]

## WANTED AT ONCE.

A EUROPEAN LADY'S MAID, willing to travel. First-class References required.

Apply in writing in the first instance to— A. Z. Care of Daily Press Office. Hongkong, 4th July, 1903. [1926]

## H. M. NAVAL YARD.

WANTED a hired WRITER in Naval Store Office. Salary, \$50 per month, with temporary increase of 25 per cent, rising to \$120.00.

J. W. L. OLIVER. Naval Store Office. Hongkong, 4th July, 1903. [1928]

## HONGKONG RIFLE ASSOCIATION.

THE COMPETITION TODAY (SATURDAY), the 4th instant, will be for SHORT RANGE CUP—SPOONS, commencing at 3 p.m. Ranges: 200, 400 and 600 yards. Targets and a sighter at each range. Weather permitting.

M. S. NORTHCOLE, Hon. Secretary. Hongkong, 4th July, 1903. [1910]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, TO-DAY (SATURDAY), the 4th JULY, 1903, at 11 A.M., at their SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street, One 12-BORE FOWLING PIECE, by W. Carter, Birmingham.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 4th July, 1903. [1927]

## ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. THE Company's Steamship

"HAILONG," Captain Evans, will be despatched for the above ports TO-MORROW, the 5th inst., at 9 A.M., instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS LARSEN & CO., General Managers. Hongkong, 3rd July, 1903. [1923]

THE HONGKONG WEEKLY PRESS is now ready and contains—

1. The Manchu Question. The Price of Food. Anti-Plague Surin in Hongkong. Straits Currency. A New Plague Suggestion from Bombay. German Policy.

Hongkong Sanitary Board. The Health of Hongkong. Allied Russo-Japanese Understanding. The Late Lo Feng-ling. A Trip to Sam Chai. The Recent Rain Storm. Improvements at the Thea. Report of the Principal Civil Medical Officer.

Canton. Manchuria. Correspondence. Supreme Court. China Light and Power Co., Ltd. Hongkong Volunteer Corps. Hongkong Water Polo Association. Bribery Charge at Police Court. Hongkong and Port News. Subscription, \$12 per Annum, payable in advance; postage, 2s.

Extra copies 30 cents each, Cash. Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies, Cash.

Hongkong, 4th July, 1903.

• EUROPEAN AND JAPANESE WRESTLING.

FIRST-CLASS WRESTLING bouts in European and Japanese styles take place at PRAYA CENTRAL (opposite Central Market), at 3 p.m. daily, and until further notice. Challenges accepted.

Prizes:—1st Class, \$2; 2nd, \$1; 3rd, 50 cents.

Hongkong, 26th June, 1903. [1790]

## SITUATION WANTED.

ENGLISH GENTLEMAN at present in Government Service seeks position of confidence as Secretary or Adviser to Minister or high Official. Has travelled much. Speaks several European languages. Highest possible references.

Apply in first instance to— "UBIQUE," Care of W. Watson & Co., Bankers, Bombay. Hongkong, 1st July, 1903. [1895]

## NOTIFICATION.

CHINESE INDEMNITY OF 1901.

AN INSTALLMENT of 20 PER CENT. of the Certificate amount is hereby declared payable on Coupon "C" of Certificates issued in payment of British Private Claims under the provisions of the Notification of the 12th June, 1902.

Certificates are payable at the Office of the HONGKONG & SHANGHAI BANKING CORPORATION, 31, Lombard Street, London, and negotiable at Branches and Agencies, Hongkong and China.

H. M. BEVIS, British Delegate. Shanghai, 1st July, 1903. [1916]

## NOTICES OF FIRMS

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2ND FLOOR.

Hongkong, 21st March, 1903. [924]

CHINESE AMERICAN COMMERCIAL COMPANY, LIMITED.

司公美華

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THIS Company's Offices are Established at Nos. 20 and 21, CONNAUGHT ROAD opposite Douglas Pier.

Hongkong, 1st May, 1903. [1321]

A. S. WATSON & CO., LIMITED.

AERATED WATER BOTTLES.

THE system of sending out Bottles on loan having for a long time past caused dissatisfaction to our customers and loss to ourselves, we have decided that

On and after the 1st JULY next all Aerated Water Bottles, Ginger Beer Bottles and Syphons supplied to customers will be charged for at the following rates:—

Bottles ..... \$1.20 per Dozen  
Syphons ..... 18.00 do.

On the return to our Factories of Bottles and Syphons in good condition, that have been previously charged up or paid for, full credit will be given at the above rates.

A. S. WATSON & CO., LIMITED, The Hongkong Dispensary. Hongkong, 19th June, 1903. [1763]

VICTORIA DISPENSARY.

AERATED WATER BOTTLES.

THE system of sending out Bottles on loan having for a long time past caused dissatisfaction to our customers and loss to ourselves, we have decided that

On and after the 1st JULY next all Aerated Water Bottles, Ginger Beer Bottles and Syphons supplied to customers will be charged for at the following rates:—

Bottles ..... \$1.20 per Dozen  
Syphons ..... 18.00 do.

On the return to our Factories of Bottles and Syphons in good condition, that have been previously charged up or paid for, full credit will be given at the above rates.

VICTORIA DISPENSARY. Hongkong, 19th June, 1903. [1764]

WATKINS, LIMITED.

AERATED WATER BOTTLES.

THE system of sending out Bottles on loan having for a long time past caused dissatisfaction to our customers and loss to ourselves, we have decided that

On and after the 1st JULY next all Aerated Water Bottles, Ginger Beer Bottles and Syphons supplied to customers will be charged for at the following rates:—

Bottles ..... \$1.20 per Dozen  
Syphons ..... 18.00 do.

On the return to our Factories of Bottles and Syphons in good condition, that have been previously charged up or paid for, full credit will be given at the above rates.

WATKINS, LIMITED. Hongkong, 19th June, 1903. [1765]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that MAXIM GUN PRACTICE will be carried out on the south slope of Beacon Hill, Kowloon, on MONDAY, the 6th inst., from 7 till 9 A.M.

By Command, P. H. MAY, Colonial Secretary. Colonial Secretary's Office. Hongkong, 1st July, 1903. [1904]

NOTICE.

WE have LOST No. 58,038 Delivery Order marked GZ and GB for 500 Bags White Sugar, on the 22nd instant, which was issued by Messrs. Wm. Maycock & Co. to the Hongkong and Kowloon Wharf and Godown Co., Limited, under the Godown Warrant No. 93,042.

We have reported the loss to the said Company and it has been cancelled and is therefore valueless.

HENG SENG CHEONG. Hongkong, 29th June, 1903. [1853]

FOR SALE.

19,000 ACRES Fine RUBBER GROUNDS in Sumatra; in lease for 75 years.

Apply to— COSTER VAN VOORHOUT & CO., Sourabaya, Java. Hongkong, 24th June, 1903. [1808]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady. Care of Office of this Paper. Hongkong, 16th May, 1903. [1435]

WANTED.

RELIABLE GODOWN KEEPER. Must read and write English. Security and letters of recommendation required.

Apply to— Q. Care of Daily Press Office. Hongkong, 1st July, 1903. [1895]

SITUATION WANTED.

ENGLISH GENTLEMAN at present in Government Service seeks position of confidence as Secretary or Adviser to Minister or high Official. Has travelled much. Speaks several European languages. Highest possible references.

Apply in first instance to— "UBIQUE," Care of W. Watson & Co., Bankers, Bombay. Hongkong, 1st July, 1903. [1895]

FOR SALE.

DISCARDED STEEL WIRE CABLE.

For Particulars, apply to— JOHN D. HUMPHREYS & SON, General Managers. Hongkong High Level Tramways Co., Ltd. Hongkong, 17th June, 1903. [1736]

## PUBLIC COMPANIES

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FOURTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, on SATURDAY, the 11th JULY, at 12.30 p.m., for the purpose of presenting the Report of the Directors, together with Statement of Accounts to 30th April, 1903, and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 27th instant to the 11th prox., both days inclusive.

By order of the Board of Directors, GIBB, LIVINGSTON & CO., Agents. Hongkong, 22nd June, 1903. [1782]

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA LIGHT AND POWER COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, No. 14, Des Voeux Road Central, Victoria, Hongkong, on MONDAY, the 13th day of JULY, at 11 A.M., for the purpose of presenting the Report of the Directors, together with Statement of Accounts to 30th April, 1903, and electing Directors and Auditors.

1. That the capital of the Company be reduced from \$300,000 (divided into 15,000 shares of \$20 each) to \$150,000 (divided into 15,000 shares of \$10 each) and that such reduction be effected by reducing the nominal amount of all the shares in the Company's capital from \$20 to \$10 per share.

2. That after such reduction the capital of the Company be increased from \$150,000 (divided into 15,000 shares of \$10 each) to \$300,000 (divided into 30,000 shares of \$10 each) by the creation of 15,000 new shares of \$10 each to be offered and accepted to the shareholders of the Company in the ratio and proportion of one new share for every old share in the Company held by the respective shareholders thereof.

3. That in consideration of the guarantee and undertaking now given by Messrs. Shewan, Tomes & Co. (the General Managers of the Company) and testified by their signature hereto (and to be further testified by the execution by the said Shewan, Tomes & Co. of a separate instrument of guarantee to be executed contemporaneously with the above resolutions) that the dividend for the years 1903, 1904 and 1905 in respect of the new shares referred to in the second of the preceding resolutions shall not fall below the rate of 5 per centum per annum in each and every one of the said three years the said Shewan, Tomes & Co. as such General Managers as aforesaid be and they hereby are authorised to issue Debentures to the amount of not more than \$200,000 on the property of the Company to be secured by a first executed Mortgage thereof by the Company to such persons as Trustees for and on behalf of the Debenture holders as the said Shewan, Tomes & Co. may by writing under their hand appoint. The said Debentures to be issued in the shape of Bonds for \$1,000 or \$500 each at the Debenture holder's option and the aggregate amount in value of such Debentures taken together shall not exceed the sum of \$200,000. The Bonds for and in respect of the said Debentures may be issued at a discount not exceeding 25 per cent. on the face value thereof but so that the holders respectively of such Debentures shall not be entitled to be repaid more than the face value thereof. The said Debentures to bear interest at the rate of 5 per cent. per annum to be computed from the date of actual issue to the respective holders thereof and to be repayable within 5 years from and after the date of such actual issue in manner following that is to say No portion of the amount paid in respect of any of such Debentures shall be repayable during the first three years following the date of the actual issue thereof but upon the expiration of such period of three years there shall be repaid in respect of each Debenture to each and every holder thereof

(a) "One quarter of the amount paid in respect thereof within six calendar months following the expiration of the said period of three years";

(b) "One quarter of the amount paid in respect thereof within twelve calendar months following the expiration of the said period of three years";

(c) "One quarter of the amount paid in respect thereof within eighteen calendar months following the expiration of the said period of three years";

(d) "One quarter of the amount paid in respect thereof within twenty-four calendar months following the expiration of the said period of three years".

SHEWAN, TOMES & CO., General Managers. Hongkong, 27th June, 1903. [1856]

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SEVENTH GENERAL MEETING of SHAREHOLDERS in the above Company will be held in the COMPANY'S OFFICES, 38 and 40, Queen's Road Central, on TUESDAY, 15th JULY, 1903, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts for the year ending 30th April, 1903. The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st July, inclusive.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st July, 1903. [194]

PROTECT YOUR OWN OLD AGE

You by securing for yourself a guaranteed income for LIFE.

DON'T Protection for your family too if you die.

HAVE The Continuous Instalment Endowment accomplishes both.

TO DIE TO WIN THE EQUITABLE.

(HENRY B. HYDE, Founder.) F. KIENE, Manager.

Hongkong, 1st January, 1901. [123]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions from the Hon. DIRECTOR of PUBLIC WORKS, to Sell by Public Auction, on

TUESDAY, the 7th JULY, 1903, at 11 A.M., on the Junk moored off the Government Store, Wanchai, A CABLE OF E TYPE.

It has a Copper Wire Core of 7 strands which is surrounded with strong iron armour making a wire rope about 1 1/2 in. diameter. Length a little over 1 mile. Weight about 7 tons.

The Junk containing the Cable will be moored off the Government Store, Wanchai, on MONDAY next, 6th instant, on which date it may be inspected by intending purchasers. Orders for inspection will be issued by the undersigned.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers to the Government. Hongkong, 1st July, 1903. [1927]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on

WEDNESDAY, the 15th JULY, 1903, commencing at 11 A.M., at the Godowns No. 4 & 8, CROSS LANE, Wanchai.

A LARGE AND VARIED ASSORTMENT OF MACHINERY, including:—

MARINE ENGINES, BOILERS, LATHES, SLOTTING and DRILLING MACHINES, &c. (Further Particulars from Catalogue—now ready).

On View from 6th July. Terms:—Cash on delivery. GEO. P. LAMBERT, Auctioneer. Hongkong, 25th June, 1903. [1823]

## TO INVESTORS.

FOR SALE in the Peak District several desirable HOUSES and BUNGALOWS. For Particulars, apply to—

TURNER & CO. Hongkong, 1st July, 1903. [1881]

## NOTICE.

TO ALL WHOM IT MAY CONCERN I, FREDERICK WILLIAM DAWSON, hereby give notice that I will not be responsible for any Debt contracted by my wife IRENE HARLOW DAWSON, at present staying at the Hongkong Hotel.

All persons giving her Credit do so entirely at their own risk. FREDERICK WILLIAM DAWSON. Hongkong, 30th June, 1903. [1882]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the following Certificates for Shares of this Bank issued in Hongkong in the name of THOMAS CHILLY HAYLLAR

No. 75 dated 18th July, 1871 for 2 Shares Nos. 36438 and 29479;

No. 3871 dated 30th Sept. 1871 for 4 Shares Nos. 8982/85;

No. 189 dated 19th Feb. 1872 for 4 Shares Nos. 21955/58;

have been LOST, and should the same not be produced before the 31st day of August next, Duplicate Certificates will be issued to the said THOMAS CHILLY HAYLLAR, and no transaction taking place under the aforesaid Share Certificates, Nos. 75, 3871 and 189, will be recognised by the Corporation.

J. R. M. SMITH, Chief Manager. Hongkong, 3rd July, 1903. [1919]

## NOTICE.

IN honour of the Birthday of the United States American Consulate on Ice Road will be open on the 4th day of JULY, instant, from 11 A.M. to 1 P.M. of that day for the reception of all friends to the country of Washington.

EDW. S. BRAGG, Consul-General, U.S.A. Hongkong, 1st July, 1903. [1887]

M. CHADWICK KEW

DENTAL SURGEON, No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M. Hongkong, 16th June, 1903. [1721]

## EXCURSIONS TO MACAO.

THE fast and commodious Steamship "WING CHAI" will leave her Wharf, opposite Central Market, EVERY SUNDAY (during the Summer months) at 8.30 A.M., returning at 8 P.M., or later.

FARE—Return Ticket, including Tiffin and Dinner (either on board or at Macao Hotel) \$5. A matched for sea bathing, both for Ladies and Gentlemen, is provided, and bathing clothes, &c., provided at a reasonable rate.

SAM WANG & CO., LD. Hongkong, 30th June, 1903. [1756]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12th NOVEMBER, 1896.

SUBSCRIBED CAPITAL—Shanghai Tls. 5,000,000 PAID-UP CAPITAL " " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES: Canton, Chefoo, Chinkiang, Chungking, Hankow, Peking, Penang, Singapore, Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS At 2 1/2 per annum on Current Account daily balances.

3 per annum on Fixed Deposits for 3 months.

4 1/2 " " " 6 " " " 12 " " " 18 " " " 24 " " " 36 " " " 48 " " " 60 " " " 72 " " " 84 " " " 96 " " " 108 " " " 120 " " " 132 " " " 144 " " " 156 " " " 168 " " " 180 " " " 192 " " " 216 " " " 240 " " " 252 " " " 264 " " " 276 " " " 288 " " " 300 " " " 312 " " " 324 " " " 336 " " " 348 " " " 360 " " " 372 " " " 384 " " " 396 " " " 408 " " " 420 " " " 432 " " " 444 " " " 456 " " " 468 " " " 480 " " " 492 " " " 504 " " " 516 " " " 528 " " " 540 " " " 552 " " " 564 " " " 576 " " " 588 " " " 600 " " " 612 " " " 624 " " " 636 " " " 648 " " " 660 " " " 672 " " " 684 " " " 696 " " " 708 " " " 720 " " " 732 " " " 744 " " " 756 " " " 768 " " " 780 " " " 792 " " " 804 " " " 816 " " " 828 " " " 840 " " " 852 " " " 864 " " " 876 " " " 888 " " " 900 " " " 912 " " " 924 " " " 936 " " " 948 " " " 960 " " " 972 " " " 984 " " " 996 " " " 1000 " " " 1012 " " " 1024 " " " 1036 " " " 1048 " " " 1060 " " " 1072 " " " 1084 " " " 1096 " " " 1108 " " " 1120 " " " 1132 " " " 1144 " " " 1156 " " " 1168 " " " 1180 " " " 1192 " " " 1200 " " " 1212 " " " 1224 " " " 1236 " " " 1248 " " " 1260 " " " 1272 " " " 1284 " " " 1296 " " " 1308 " " " 1320 " " " 1332 " " " 1344 " " " 1356 " " " 1368 " " " 1380 " " " 1392 " " " 1404 " " " 1416 " " " 1428 " " " 1440 " " " 1452 " " " 1464 " " " 1476 " " " 1488 " " " 1500 " " " 1512 " " " 1524 " " " 1536 " " " 1548 " " " 1560 " " " 1572 " " " 1584 " " " 1596 " " " 1608 " " " 1620 " " " 1632 " " " 1644 " " " 1656 " " " 1668 " " " 1680 " " " 1692 " " " 1704 " " " 1716 " " " 1728 " "